SOUTHERN PACIFIC COMPANY
(PACIFIC SYSTEM.)

113

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, September 1, 1907, at 6:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

W. R. SCOTT,
General Superintendent.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry.

Time Table No. 113

September 1, 1907

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS.	FIRST CLASS									Distance from San Francisco	STATIONS (Foot-note*)
	§108 Express	16 Oregon Express	** 24 Tonopah Express	10 Fast Mail Standard Sleepers	48 Vallejo and Sacramento Passenger	26 The Owl	6 C. P Atlantic Express	44 San Ramon Calistoga & Santa Rosa Passenger	14 Portland Express	50 Stockton & Fresno Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		8.20PM	7.00PM	6.20PM	5.40PM	5.00PM	4.20PM	4.00PM	3.40PM	3.20PM	0.0	DN **SAN FRANCISCO** Oakland Ferry 4.5
		8.38	7.18	6.38	5.58	5.18	4.38	4.18	3.58	3.38	4.5	DN **OAKLAND PIER**
WI	7.10AM	8.50PM	7.30PM	6.50PM	6.08PM	5.28PM	4.50PM	4.28PM	4.07PM	3.48PM	4.5	DN **OAKLAND PIER** 1.4
Term. Yard WFITYO											5.9	DN WEST OAKLAND 0.6
17,626	s 7.16	s 8.57	s 7.37	s 6.57	s 6.15	s 5.35	s 4.57	s 4.34	s 4.14	s 3.53	6.5	D OAKLAND 1.1
21,744											7.6	EMERY 1.2
10,142	7.20	9.01	7.42	7.01	6.18	5.39	5.02	4.38	4.18	3.57	8.8	D STOCK YARDS 1.6
14,659	† 7.24	9.04	7.45	7.04	6.22	5.42	5.05	4.41	4.22	† 4.00	10.4	WEST BERKELEY 0.8
5,844	7.25	9.05	7.46	7.05	6.23	5.43	5.06	4.42	4.23	4.01	11.2	CORBIN 0.5
7,367											11.7	FLEMING 0.4
7,575	7.27	9.07	7.48	7.07	6.25	5.45	5.08	4.44	4.26	4.03	12.1	NOBEL 0.7
7,488											12.8	VIGORIT (Spur) 1.1
16,974	s 7.31	9.10	7.50	7.10	6.28	5.48	5.11	4.46	4.29	4.07	13.9	D STEGE 2.1
14,930	s 7.34	9.13	7.53	7.12	6.31	5.51	5.14	4.49	s 4.32	f 4.10	16.0	D RICHMOND 1.6
14,223 W	s 7.38	9.15	7.56	7.14	6.34	5.53	5.18	4.52	4.36	† 4.12	17.6	DN SAN PABLO 2.1
4,170	f 7.43	9.19	7.59	7.18	6.36	5.57	5.22	4.55	4.40	4.16	19.7	GIANT 1.1
6,194	7.45	9.21	8.01	7.20	6.38	5.59	5.24	4.57	* 4.42	4.18	20.8	SOBRANTE 3.2
6,520	s 7.52	9.26	8.06	7.26	s 6.43	6.04	5.31	5.02	* 4.48	† 4.24	24.0	D PINOLE 0.8
4,744											24.8	HERCULES 1.7
14,695	f 7.57	9.30	8.10	7.30	6.48	6.08	5.36	5.05	4.52	4.28	26.5	RODEO 1.0
2,315											27.5	OLEUM (Spur) 0.6
9,096	f 8.03	9.33	8.13	7.33	6.51	6.11	5.40	5.08	4.57	f 4.32	28.1	TORMEY 0.9
9,466	s 8.05	9.34	8.14	7.34	s 6.52	6.12	5.42	5.09 5.15	4.58	† 4.33	29.0	D **VALLEJO JUNCTION** 1.0
22,630	s 8.08	9.36	8.16	7.36	6.54	6.14	5.44	s 5.18	5.01	s 4.35	30.0	D CROCKETT 2.1
43,542 WFITO	s 8.15AM	s 9.40PM	s 8.20PM	s 7.40PM	s 6.58PM	s 6.18PM	s 5.50PM	s 5.25PM	s 5.07PM	s 4.40PM	32.1	DN **PORT COSTA**
	ToMartinez see page 8.	9.40	8.20	7.40	6.58	To Martinez see page 8.	To Martinez see page 8.	To Martinez see page 8.	5.07	To Martinez see page 8.	32.1	DN **PORT COSTA** Benicia Ferry 1.3
		10.05PM	8.45PM	8.05PM	7.18PM				5.27PM		33.4	DN **BENICIA**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.4)
	(1.05)	(0.50)	(0.50)	(0.50)	(0.50)	(0.50)	(1.00)	(0.57)	(1.00)	(0.52)		................Time over District
	25.54	33.20	33.20	33.20	33.20	31.92	26.67	29.13	27.67	31.92		................Average speed per hour

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	FIRST CLASS									Distance from San Francisco	STATIONS (Foot-note*)
	18 Sacramento & Oroville Passenger	8 Los Angeles Passenger	2 Overland Limited	46 Martinez Passenger	4 C. P. Atlantic Express	84 Bakersfield Passenger	12 Shasta Express	42 San Ramon, Calistoga & Santa Rosa Passenger	20 Sacramento and Oroville Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	3.00PM	10.20AM	10.00AM	9.40AM	9.00AM	8.20AM	8.00AM	7.40AM	7.00AM	0.0	DN **SAN FRANCISCO** Oakland Ferry 4.5
	3.18	10.38	10.18	9.58	9.18	8.38	8.18	7.58	7.18	4.5	DN **OAKLAND PIER**
WI	3.25PM	10.48AM	10.37AM	10.05AM	9.30AM	8.47AM	8.30AM	8.07AM	7.28AM	4.5	DN **OAKLAND PIER** 1.4
Term. Yard WFITYO										5.9	DN WEST OAKLAND 0.6
17,626	s 3.31	s 10.54	s 10.43	s 10.11	s 9.37	s 8.53	s 8.37	s 8.13	s 7.34	6.5	D OAKLAND 1.1
21,744										7.6	EMERY 1.2
10,142	3.35	10.58	10.48	10.15	9.42	8.57	8.42	8.16	7.39	8.8	D STOCK YARDS 1.6
14,659	† 3.38	11.02	10.52	† 10.18	9.45	† 9.00	8.45	8.18	† 7.43	10.4	WEST BERKELEY 0.8
5,844	3.39	11.03	10.53	10.19	9.46	9.01	8.46	8.19	7.44	11.2	CORBIN 0.5
7,367	f			f					f	11.7	FLEMING 0.4
7,575	3.42	11.05	10.55	10.21	9.48	9.03	8.48	8.21	7.46	12.1	NOBEL 0.7
7,488	f			f					f	12.8	VIGORIT (Spur) 1.1
16,974	s 3.46	11.08	10.58	s 10.25	9.50	9.06	8.50	8.24	s 7.50	13.9	D STEGE 2.1
14,930	s 3.49	s 11.11	11.02	s 10.28	9.53	† 9.09	s 8.53	8.27	s 7.54	16.0	D RICHMOND 1.6
14,223 W	s 3.53	11.14	11.05	s 10.31	9.56	9.11	8.56	8.29	s 7.58	17.6	DN SAN PABLO 2.1
4,170	s 3.58	11.18	11.09	f 10.36	9.59	9.14	8.59	8.33	s 8.02	19.7	GIANT 1.1
6,194	4.00	11.20	11.11	f 10.38	10.01	9.16	9.01	8.36	8.05	20.8	SOBRANTE 3.2
6,520	s 4.07	11.26	11.17	s 10.46	10.06	9.21	9.06	8.41	s 8.12	24.0	D PINOLE 0.8
4,744										24.8	HERCULES 1.7
14,695	s 4.12	11.30	11.22	s 10.51	10.10	9.25	9.10	8.44	s 8.18	26.5	RODEO 1.0
2,315										27.5	OLEUM (Spur) 0.6
9,096	4.16	11.34	11.26	f 10.55	10.13	9.28	9.13	8.48	f 8.22	28.1	TORMEY 0.9
9,466	s 4.18	s 11.35	11.27	s 10.57	10.14	9.29	9.14	8.50 8.56	s 8.23	29.0	D **VALLEJO JUNCTION** 1.0
22,630	s 4.20	11.37	11.29	s 10.59	10.16	9.31	9.16	s 8.58	s 8.26	30.0	D CROCKETT 2.1
43,542 WFITO	s 4.25PM	s 11.42AM	11.35AM	s 11.04AM	s 10.20AM	s 9.35AM	s 9.20AM	s 9.05AM	s 8.33AM	32.1	DN **PORT COSTA**
	4.25	To Martinez see page 8.	11.35	To Martinez see page 8.	10.20	To Martinez see page 8.	9.20	To Martinez see page 8.	8.33	32.1	DN **PORT COSTA** Benicia Ferry 1.3
	4.45PM		11.59AM		10.45AM		9.45AM		8.50AM	33.4	DN **BENICIA**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.4)
	(1.00)	(0.54)	(0.58)	(0.59)	(0.50)	(0.48)	(0.50)	(0.58)	(1.05)		................Time over District
	27.67	30.74	28.62	28.14	33.20	34.59	33.20	28.62	25.54		................Average speed per hour

Automatic Block. Double Track.

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D. 72.

OBSERVE—Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5, inferior trains must govern themselves accordingly.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See pages 4, 5 and 26 for special rules on double track.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

REGISTERING STATIONS:

Oakland Pier, West Oakland, (Oakland first-class trains only), Port Costa, Benicia. (See page 24).

TRAINS WILL STOP AS FOLLOWS:

At Krieger, Nos. 18, 20 and 46 on signal.

At Eckleys, Nos. 42, 44 and 46 on signal.

** No. 24 Sundays, makes same stops as Nos. 18, 14 and 50, Steamer connects Vallejo Junction for Vallejo.

§No. 108 stops to handle express at stations as directed by W. F. & Co.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry. Westward.

Time Table No. 113 September 1, 1907		Distance from Port Costa	FIRST CLASS																			SECOND CLASS.
			23	15	25	41	13	81	17	47	49	3	9	83	43	11	45	7	5	1	19	§107
			Tonopah Express	California Express	The Owl	Santa Rosa Calistoga & San Ramon Passenger	SanFrancisco Express	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno & Stockton Passenger	C. P. Pacific Express	Fast Mail	Bakersfield Passenger	Santa Rosa Calistoga & San Ramon Passenger	Shasta Express	Martinez Passenger	Los Angeles Express	C. P. Pacific Express	Overland Limited	Sacramento Passenger	Express
STATIONS (Foot-note★)			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 4.5	Oakland Ferry	32.1	7.08AM	8.48AM	8.48AM	9.28AM	9.48AM	10.28AM	10.48AM	11.28AM	12.08PM	12.48PM	1.08PM	4.48PM	6.08PM	6.28PM	6.48PM	7.08PM	7.28PM	8.28PM	8.28PM	
DN **OAKLAND PIER**		27.6	6.48	8.28	8.28	9.08	9.28	10.08	10.28	11.08	11.48AM	12.28	12.48	4.28	5.48	6.08	6.28	6.48	7.08	8.08	8.08	
DN **OAKLAND PIER** 1.4	Automatic Block. Double Track.	27.6	6.40AM	8.10AM	8.20AM	9.02AM	9.21AM	10.02AM	10.15AM	11.03AM	11.42AM	12.18PM	12.35PM	4.12PM	5.44PM	6.02PM	6.14PM	6.36PM	7.00PM	7.53PM	8.02PM	7.20PM
WEST OAKLAND 0.6		26.2																				
D OAKLAND 1.1		25.6	s 6.34	s 8.03	s 8.14	s 8.55	s 9.15	s 9.56	s 10.08	s 10.57	s 11.34	s 12.12	s 12.27	s 4.05	s 5.39	s 5.56	s 6.08	s 6.30	s 6.52	s 7.46	s 7.54	s 7.13
EMERY 1.2		24.5																				
D STOCK YARDS 1.6		23.3	6.29	7.58	8.08	8.48	9.11	9.52	10.03	10.52	11.28	12.08	12.20	3.58	5.34	5.50	6.03	6.24	6.45	7.40	7.48	7.07
WEST BERKELEY 0.8		21.7	6.26	7.54	8.05	8.43	9.08	* 9.48	* 9.59	10.48	*11.24	12.05	12.16	* 3.55	5.31	5.45	* 5.59	6.19	6.40	7.35	* 7.45	*7.04
CORBIN 0.5		20.9	6.25	7.53	8.04	8.42	9.07	9.47	9.58	10.47	11.23	12.04	12.15	3.54	5.30	5.44	5.58	6.18	6.39	7.34	7.43	7.03
FLEMING 0.4		20.4				f											f					
NOBEL 0.7		20.0	6.23	7.51	8.02	8.38	9.05	9.45	9.56	10.45	11.21	12.02PM	12.13	3.52	5.28	5.42	5.56	6.16	6.37	7.32	7.42	7.01
VIGORIT (Spur) 1.1		19.3							f								f					
D STEGE 2.1		18.2	f 6.20	7.47	7.59	s 8.34	9.02	9.42	f 9.52	10.42	11.17	11.59AM	12.10	3.48	5.26	5.39	s 5.52	6.12	6.32	7.28	* 7.38	f 6.58
D RICHMOND 1.6		16.1	f 6.17	7.43	7.56	s 8.29	8.59	9.39	s 9.48	10.39	s 11.13	11.56	12.07	f 3.45	5.23	* 5.36	s 5.48	* 6.09	6.28	7.24	s 7.34	s 6.55
DN SAN PABLO 2.1		14.5	6.15	7.41	7.53	s 8.26	8.57	9.37	f 9.46	10.37	11.10	11.54	12.04PM	3.42	5.21	5.34	s 5.45	6.06	6.25	7.21	* 7.31	f 6.52
GIANT 1.1		12.4	6.11	7.36	7.49	f 8.21	8.54	9.34	f 9.41	10.33	f 11.05	11.51	11.59AM	‡ 3.37	5.17	5.31	f 5.40	6.02	6.20	7.16	* 7.26	6.48
SOBRANTE 3.2		11.3	6.09	7.33	7.47	8.19	8.52	9.32	f 9.39	10.31	11.03	11.49	11.57	3.35	5.15	5.29	f 5.38	6.00	6.18	7.14	7.23	6.46
D PINOLE 0.8		8.1	6.04	7.27	7.41	s 8.13	8.47	9.27	f 9.33	10.25	s 10.57	11.44	11.52	s 3.28	5.10	5.24	s 5.31	5.54	6.12	7.08	s 7.15	f 6.38
HERCULES 1.7		7.3																				
RODEO 1.0		5.6	6.00	7.22	7.36	s 8.08	8.43	9.23	f 9.28	10.21	f 10.51	11.40	11.47	3.23	5.06	5.20	s 5.27	5.49	6.07	7.02	7.08	6.33
OLEUM (Spur) 0.6		4.6																				
TORMEY 0.9		4.0	5.57	7.18	7.32	f 8.04	8.40	9.19	9.24	10.17	10.47	11.37	11.42	3.19	5.03	5.16	f 5.22	5.45	6.03	6.58	7.03	6.28
D **VALLEJO JUNC.** 1.0		3.1	5.56	7.17	7.31	8.03 7.57	8.39	9.18	s 9.23	s 10.16	s 10.46	**11.36	11.41	s 3.18	5.02 4.53	5.15	s 5.21	5.44	** 6.02	6.57	s 7.01	s 6.27
D CROCKETT 2.1		2.1	5.54	7.15	7.29	s 7.55	8.37	9.16	s 9.21	s 10.14	* 10.44	11.34	11.39	3.16	s 4.50	5.12	s 5.18	5.42	6.00	6.55	s 6.58	s 6.25
DN **PORT COSTA**		0.0	s 5.50AM	s 7.10AM	7.25AM	7.50AM	s 8.33AM	9.12AM	s 9.17AM	s 10.10AM	10.40AM	11.30AM	11.35AM	3.12PM	4.45PM	s 5.07PM	5.13PM	5.38PM	s 5.55PM	s 6 50PM	s 6.52PM	6.20PM
DN **PORT COSTA** 1.3	Benicia Ferry	1.3	5.50	7.10	From Martinez see page 9.	From Martinez see page 9.	8.33	From Martinez see page 9.	9.15	10.10	From Martinez see page 9.	From Martinez see page 9.	11.35	From Martinez see page 9.	From. Martinez see page 9.	5.07	From Martinez see page 9.	From Martinez see page 9.	5.50	6.50	6.50	From Martinez see page 9
DN **BENICIA**		0.0	5.25AM	6.45AM			8.10AM		8.55AM	9.50AM			11.20AM			4.45PM			5.30PM	* 6.30PM	* 6.30PM	
(33.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			(0.50)	(1.00)	(0.55)	(1.12)	(0.48)	(0.50)	(0.58)	(0.53)	(1.02)	(0.48)	(1.00)	(1.00)	(0.59)	(0.55)	(1.01)	(0.56)	(1.05)	(1.03)	(1.10)	(1.00)
Average speed per hour			33.20	27.67	30.18	24.94	34.59	33.20	28.62	31.33	26.78	34.59	27.67	27.67	28.14	30.18	27.21	29.57	25.54	25.90	23.18	27.67

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D. 72.

OBSERVE—Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5, inferior trains must govern themselves accordingly.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See pages 4, 5 and 26 for special rules on double track.

Trains must get clearance card before leaving Port Costa.

*No. 19 and 1 cross together on Benicia ferry.

TRAINS STOP AS FOLLOWS:

At Krieger, Nos. 45 and 17 on signal.
At Eckleys, Nos. 41 and 45 on signal.
‡ Stop on signal, Saturdays only, to receive passengers.
** Nos 3 and 5 will stop at Vallejo Junction to leave passengers from east of Sparks.
§No. 107 stop to handle express at stations as directed by W. F. & Co.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry.

Time Table No. 113

September 1, 1907

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY				THIRD CLASS						Distance from San Francisco.		STATIONS (Foot-note★)	
	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	246 Fresno Freight	250 Tracy Freight	268 Way Freight	220 C. P. Through Freight	222 Oregon Freight	202 Sacramento Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				
											0.0	DN	**SAN FRANCISCO** 4.5	Oakland Ferry
											4.5	DN	**OAKLAND PIER**	
W											4.5	DN	**OAKLAND PIER** 1.4	Automatic Block. Double Track.
Term. Yard TYWFIO					11.20PM	11.05AM	7.40AM	4.20AM	1.00AM	12.01AM	5.9	DN	WEST OAKLAND 0.6	
17,626					11.30	11.15	7.48	4.30	1.10	12.10	6.5	D	OAKLAND 1.1	
21,744											7.6		EMERY 1.2	
10,142											8.8	D	STOCK YARDS 1.6	
14,659											10.4		WEST BERKELEY 0.8	
5,844											11.2		CORBIN 0.5	
7,367											11.7		FLEMING 0.4	
7,575											12.1		NOBEL 0.7	
7,488											12.8		VIGORIT (Spur) 1.1	
16,974											13.9	D	STEGE 2.1	
14,930											16.0	D	RICHMOND 1.6	
14,223 W											17.6	DN	SAN PABLO 2.1	
4,170											19.7		GIANT 1.1	
6,194											20.8		SOBRANTE 3.2	
6,520											24.0	D	PINOLE 0.8	
4,744											24.8		HERCULES 1.7	
14,695											26.5		RODEO 1.0	
2,315											27.5		OLEUM (Spur) 0.6	
9,096											28.1		TORMEY 0.9	
9,466											29.0	D	**VALLEJO JUNC.** 1.0	
22,630											30.0	D	CROCKETT 2.1	
43,542 TFIWO					12.50AM	12.55PM	12.40PM	5.50AM	2.35AM	1.30AM	32.1	DN	**PORT COSTA**	
	5.50PM	7.10AM	5.50AM	5.05AM	Via Martinez see page 8.	Via Martinez see page 8.		Via Martinez see page 8.	2.35	1.30	32.1	DN	**PORT COSTA** 1.3	Benicia Ferry
	6.05PM	7.25AM	6.05AM	5.20AM					3.25AM	2.20AM	33.4	DN	**BENICIA**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(33.4)	
					(1.30)	(1.50)	(5.00)	(1.30)	(1.35)	(1.29)			............Time over District	
					17.52	14.33	5.25	17.52	16.59	17.71			............Average speed per hour	

☞ OBSERVE—First-class and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table; inferior trains must govern themselves accordingly.

FREIGHT TRAINS will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without Semaphores, orders on Form 19 to be issued at such stations when desirable (see page 26).

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D. 72.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See above and page 26 for special rules on double track.

Freight trains must not exceed 30 miles per hour.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry. Westward.

Time Table No. 113

September 1, 1907

	STATIONS (Foot-note★)	Distance from Port Costa.	201 Oregon & Red Bluff Freight	265 Freight	219 Ogden Freight	241 El Paso Freight	249 Tracy Freight	267 Way Freight	217 Ogden Freight	221 Portland Fast Freight	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip
			THIRD CLASS								FERRY			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Oakland Ferry	DN **SAN FRANCISCO**	32.1												
	4.5													
	DN **OAKLAND PIER**	27.6												
Automatic Block. Double Track.	DN **OAKLAND PIER**	27.6												
	1.4													
	DN WEST OAKLAND	26.2	1.45AM	**4.15**AM	6.30AM	9.50AM	3.30PM	5.25PM	7.30PM	11.05PM				
	0.6													
	D OAKLAND	25.6	1.35	4.05	6.20	9.40	3.20	5.15	7.20	10.55				
	1.1													
	EMERY	24.5												
	1.2													
	D STOCK YARDS	23.3												
	1.6													
	WEST BERKELEY	21.7												
	0.8													
	CORBIN	20.9												
	0.5													
	FLEMING	20.4												
	0.4													
	NOBEL	20.0												
	0.7													
	VIGORIT (Spur)	19.3												
	1.1													
	D STEGE	18.2												
	2.1													
	D RICHMOND	16.1												
	1.6													
	DN SAN PABLO	14.5												
	2.1													
	GIANT	12.4												
	1.1													
	SOBRANTE	11.3												
	3.2													
	D PINOLE	8.1												
	0.8													
	HERCULES	7.3												
	1.7													
	RODEO	5.6												
	1.0													
	OLEUM (Spur)	4.6												
	0.6													
	TORMEY	4.0												
	0.9													
	D **VALLEJO JUNC.**	3.1												
	1.0													
	D CROCKETT	2.1												
	2.1													
	DN **PORT COSTA**	0.0	12.15AM	2.45AM	5.05AM	8.20AM	2.00PM	2.15PM	5.45PM	9.35PM				
Benicia Ferry	DN **PORT COSTA**	1.3	12.15AM	Via Martinez see page 9.	5.05	Via Martinez see page 9.	Via Martinez see page 9.		Via Martinez see page 9.	9.35	2.35AM	12.15PM	7.30PM	8.20PM
	1.3													
	DN **BENICIA**	0.0	11.25PM		4.15AM					8.45PM	2.20AM	12.05PM	7.18PM	8.05PM
	(33.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.30)	(1.30)	(1.25)	(1.30)	(1.30)	(3.10)	(1.45)	(1.30)				
	Average speed per hour		17.52	17.52	18.55	17 52	17.52	8.29	15.40	17.52				

☞ OBSERVE—First-class and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table; inferior trains must govern themselves accordingly.

FREIGHT TRAINS will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without Semaphores, orders on Form 19 to be issued at such stations when desirable. (See page 26.)

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D. 72.

NOTE—* No train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See above and page 26 for special rules on double track.

Freight trains must not exceed 30 miles per hour.

Trains must get clearance card before leaving Port Costa.

REGISTERING STATIONS:

Oakland Pier, West Oakland, (Oakland—first class only) Port Costa, Benicia. (See page 24.)

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Benicia and Sacramento.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS						SECOND CLASS				FIRST CLASS										Distance from San Francisco.	Automatic Block	Time Table No. 113 September 1, 1907
	276	270	274	272	222	202	54	112	160	56	16	24	10	48	14	18	2	4	12	20			
	Marysville Freight	Red Bluff Freight	Way Freight	Portland Fast Freight	Oregon Freight	Sacramento Freight	Oroville Passenger	Sacramento Passenger	Vallejo Passenger	Oroville Passenger	Oregon Express	Tonopah Express	Fast Mail Standard Sleepers	Sacramento Passenger	Portland Express	Sacramento and Oroville Passenger	Overland Limited	C. P. Atlantic Express	Shasta Express	Sacramento & Oroville Passenger			
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
											8.20PM	7.00PM	6.20PM	5.40PM	3.40PM	3.00PM	10.00AM	9.00AM	8.00AM	7.00AM	0.0	DN	**SAN FRANCISCO** 33.4
18,530 WTF			7.00AM		3.25AM	2.20AM					s10.05PM	s **8.45**PM	s 8.05PM	s 7.18PM	s 5.27PM	Foot-note s **4.45**PM	11.59AM	s 10.45AM	s 9.45AM	s 8.50AM	33.4	DN	**BENICIA** 0.8
3,369			7.03		3.28	2.23					10.07	8.47	8.06	7.19	5.29	4.47	12.01PM	10.47	9.47	f 8.52	34.2		MAIL DOCK 0.6
1,549			7.07		3.30	2.26					10.08	8.48	8.08	7.20	5.30	f 4.48	12.02	10.48	9.48	f 8.53	34.8		ARMY POINT 0.7
			7.09		3.32	2.29					10.10	8.50	Foot-note **8.10**	7.22	Foot-note **5.32**	4.49	12.03	10.50	Foot-note **9.49**	Foot-note **8.54**	35.5		ARSENAL 3.5 Double Track.
6,580 W			7.21		**3.48**	2.43					10.18	8.57	8.16	7.28	5.40	f 4.58	12.09	**11.07**	9.57	f 9.01	39.0	DN	GOODYEAR 1.0
860												**				f				f	40.0		HOYT (Spur) 3.2
3,046			**7.50**		4.00	**3.14**					**10.27**	** 9.06	8.23	**7.35**	**5.55**	f **5.12**	12.15	11.14	10.04	f 9.09	43.2		CYGNUS 1.0
2,053			7.53		4.03	3.17					10 29	** 9.08	8.25	7.37	5.57	f 5.14	12.17	11.16	10.06	f 9.11	44.2		TEAL 2.4
3,531			8.02		4.11	3.25					10.35	9.13	8.29	7.41	Foot-note **6.05**	**5.18	12.22	11.20	10.11	9.16	46.6		SPRIG 2.9
32,026 WFTYO			**8.15** **9.23**		**4.22**	3.35 **4.52**			**8.35**AM		s 10.40	s **9.19**	8.35	s 7.46	s 6.09	s 5.25	12.27	s 11.25	s 10.18	Foot-note s **9.23**	49.5	DN	**SUISUN** 3.4
6,032			**10.17** **10.45**		**4.45**	5.10			s 8.42		10.46	9.24	**8.42**	7.51	6.14	s **5.35**	12.32	11.30	**10.27**	* 9.29	52.9	D	* TOLENAS 1.9
944									f							f					54.8		VANDEN 1.6
6,702			11.05		5.05	5.30			s 8.50		10.53	9.32	8.50	7.56	6.20	f **5.50**	**12.37**	11.36	**10.40**	* 9.38	56.4		CANNON 4.1
12,978 WTFY			**11.43**AM		5.20	**5.53**			s **9.05**		11.01	s 9.40	8.57	**8.02**	* **6.27**	s **5.59**	12.44	s **11.43**	s 10.48	s 9.48	60.5	DN	**ELMIRA** 4.7
5,077			**12.52**PM		**5.45**	6.20			s 9.12		11.09	9.48	9.06	8.09	6.32	s 6.08	**12.52**	11.50	**10.58**	* 9.58	65.2	D	BATAVIA 3.3
9,519 W			1.40		5.53	**7.07**			s 9.18		11.15	s 9.54	9.12	8.14	* 6.38	s 6.15	12.57	11.55AM	s 11.04	s **10.05**	68.5	DN	DIXON 4.3
7,131			2.05		6.05	**7.33**			f **9.26**		11.23	10.02	9.20	8.21	6.44	f 6.22	1.03	12.02PM	11.12	* **10.19**	72.8		TREMONT 2.8
307																					75.6		BRIGGSTON (Spur) 1.0
17,670 WFY	**5.22**PM	**4.45**PM	**2.55**	11.40AM	**6.15** **6.45**	**8 03**	**4.45**PM	3.25PM	s 9.33	**7.25**AM	11.30	s 10.10	9.28	8.27	s **6.50**PM	**6.30** **6.40**	1.10	s 12.08	s **11.20**AM	10.25 **10.30**	76.6	DN	**DAVIS** 3.5
854									f							f					80.1		SWINGLE (Spur) 1.3
4,612	**5.50**	**5.15**	**3.36**	11.55AM	**7.10** **7.38**	**8.35**	4.55	† **3.36**	f 9.41	**7.38**	**11.38**	10.18	9.37	8.34		6.48	1.18	12.17		10.38	81.4	DN	WEBSTER 3.5
1,635	6.00	5.25	**4.10**	12.06PM	7.52	8.47	**5.10**	3.43	9.47	7.44	11.44	10.24	9.43	8.39		6.55	1.23	12.23		10.44	84.9		KOBE 1.3
261																					86.2		LOVDAL (Spur) 1.4
2,192	**6.13**	**5.37**	**4.26**	12.14	8.02	9.00	5.14	3.49	**9.55** **10.06**	7.48	11.49	10.29	9.48	8.44		7.00	1.28	12.28		10.49	87.6		MIKON 2.2
Term Yard WFTO	6.25PM	5.50PM	4.40PM	**12.25**PM	**8.15**AM	9.10AM	**5.20**PM	**3.55**PM	10.12AM	7.55AM	11.55PM	10.35PM	9.55PM	8.50PM		7.10PM	1.35PM	**12.35**PM		**10.55**AM	89.8	DN	**SACRAMENTO**
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(56.4)
	(1.02)	(1.05)	(9.40)	(0.45)	(4.50)	(6.50)	(0.35)	(0.30)	(1.37)	(0.30)	(1.50)	(1.50)	(2.10)	(1.32)	(1.23)	(2.25)	(1.36)	(1.50)	(1.35)	(2.05)			................Time over District
	12.78	12.01	7.50	17.64	14.18	9.86	22.32	26.46	24.92	26.46	29.85	29.85	25.58	36.66	31.30	24.33	33.77	29.85	27.34	28.72			................Average speed per hour

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D. 72), except as per foot-notes.

FOOT-NOTES—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.

No. 1 will wait at Sprig until 6.08 p. m. for No. 14.

Nos. 17 and 20, 47 and 12, 11 and 18, 5 and 14, 10 and 221 may on their rights meet on double track between Arsenal and Benicia.

Trains must get clearance card before leaving Benicia or Davis, except Nos. 2, 48, 10 and 16, which may be cleared at Davis by Semaphore.

* Tolenas. No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 18 and 20 on signal and 24 on signal Tuesdays and Saturdays only.

** Stops Tuesdays and Saturdays during hunting season, October 15 to February 15, inclusive.

† At Sheep Camp, 1½ miles east of Webster, Train No. 112 on signal Sundays only.

* No. 20 stops only to leave passengers from points west of Sprig inclusive.

** No. 18 stops on signal Sprig while Club House is being built.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Benicia and Sacramento.

Westward.

Double Track. (Benicia–Arsenal)

Automatic Block. (Tolenas–Elmira)

Time Table No. 113 September 1, 1907	Distance from Sacramento	FIRST CLASS										SECOND CLASS				THIRD CLASS						
		23	15	13	17	47	9	11	5	19	1	53	111	159	55	269	275	271	273	221	201	219
		Tonopah Express	California Express	SanFrancisco Express	Oroville and Sacramento Passenger	Sacramento Passenger	Fast Mail	Shasta Express	C. P. Pacific Express	Sacramento Passenger	Overland Limited	Marysville Passenger	Davis Passenger	Vallejo Passenger.	Oroville Passenger	Red Bluff Freight	Marysville Freight	Portland Fast Freight	Way Freight	Portland Fast Freight	Oregon and Red Bluff Freight	Ogden Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily.	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 33.4	89.8	7.08AM	8 48AM	9.48AM	10 48AM	11.28AM	1.08PM	6.28PM	7.28PM	8.28PM	8.28PM											
DN **BENICIA** 0.8	56.4	s 5.25AM	s 6.45AM	s 8.10AM	s 8.55AM	s 9.50AM	11.20AM	Foot-note s **4.45PM**	s 5.30PM	s 6.20PM	s 6.30PM								4.30PM	**8.30PM**	11.25PM	4.15AM
MAIL DOCK 0.6	55.6	5.20	6.41	8.06	8.49	9.46	11.16	4.40	5.25	f 6.15	6.25								4.20	8.18	11.19	4.10
ARMY POINT 0.7	55.0	5.18	6.39	8.03	f 8.48	9.44	11.14	4.39	5.24	f 6.13	6.23								4.15	8.08	11.16	4.07
ARSENAL 3.5	54.3	5.17	6.38	8.02	Foot-note **8.47**	Foot-note **9.43**	11.13	4.38	Foot-note **5.23**	6.11	6.22								4.10	Foot note **8.00**	11.10	4.03
DN GOODYEAR 1.0	50.8	5.12	6.32	7.57	s 8.40	9.38	**11.07**	4.32	5.18	s 6.03	6.17								3.45	7.48	10.50	**3.48**
HOYT (Spur) 3.2	49.8				f					f												
CYGNUS 1.0	46.6	5.04	6.24	**7.50**	f 8.32	9.33	11.00	4.24	**5.12**	f **5.55**	6.11								3.20	**7.35**	**10.27**	**3.14**
TEAL 2.4	45.6	5.02	6.22	7.48	f 8.30	9.31	10.58	4.22	5.10	f 5.52	6.09								3.15	7.20	10.05	3.05
SPRIG 2.9	43.2	4.57	6.17	7.43	** 8.25	9.27	10.54	4.18	5.06	5.46	Foot-note **6.05**								2.55	7.12	9.40	2.55
DN **SUISUN** 3.4	40.3	s **4.52**	s 6.12	* 7.38	s **8.20**	Foot-note s **9.23**	10.51	s 4.13	5.02	s 5.42	6.00			s 4.40PM					2.30	7.02	**9.19**	2.43
D * TOLENAS 1.9	36.9	**4.45**	6.06	7.32	s 8.13	9.16	**10.45**	4.07	4.56	**5.35**	5.55			s 4.32					1.10	6.52	**8.42**	2.15
VANDEN 1.6	35.0				f									f								
CANNON 4.1	33.4	4.38	5.59	7.26	f 8.05	9.11	**10.40**	4.01	4.51	5.26	**5.50**			f 4.25					**12.37PM**	6.40	8.20	1.55
DN **ELMIRA** 4.7	29.3	s 4.32	s **5.53**	* 7.19	s 7.58	**9.05**	10.35	s 3.55	4.45	s 5.18	**5.44**			s 4.18					**11.43AM**	**6.27** **5.34**	**8.02**	1.35
D BATAVIA 3.3	24.6	4.23	**5.45**	7.12	s 7.47	8.58	10.29	* 3.45	4.38	**5.07**	5.37			s 4.07					**10.58**	**5.07**	7.40	1.15
DN DIXON 4.3	21.3	4.18	5.39	**7.07**	s 7.41	8.53	**10.25**	s 3.38	**4.33**	s 5.00	5.33			s 4.01					**10.25** **10.00**	**4.33**	7.25	1.00
TREMONT 2.8	17.0	4.12	5.32	6.59	f **7.33**	8.48	**10.19**	**3.32**	4.27	4.52	5.27			f **3.52**					**9.26**	**3.52** **3.22**	7.08	12.33
BRIGGSTON (Spur) 1.0	14.2																					
DN **DAVIS** 3.5	13.2	s 4.05	s 5.25	**6.53AM**	s **7.25**	**8.43**	10.14	3.25PM	4.22	s **4.45**	**5.22**	**10.25AM**	**11.15AM**	s 3.45	**6.33PM**	6.00AM	**6.30AM**	6.45AM	**8.43** **8.03**	**2.55**	**6.50** 6.05	12.10AM
SWINGLE (Spur) 1.3	9.7				f								f	f	f							
DN WEBSTER 3.5	8.4	3.57	5.15		**7.15**	**8.35**	10.08		4.15	4.36	**5.15**	f 10.15	11.09	f 3.36	6.23	5.44	6.15	6.30	7.38	2.35	**5.50**	**11.38PM**
KOBE 1.3	4.9	3.50	5.10		7.10	8.30	10.03		**4.10**	4.31	**5.10**	10.10	11.05	3.30	6.18	5.33	6.03	6.20	7.22	2.22	5.43	11.18
LOVDAL (Spur) 1.4	3.6																					
MIKON 2.2	2.2	3.46	5.06		7.06	8.26	**10.00**		4.06	**4.26**	5.06	**10.06**	11.01	3.26	**6.13**	5.25	5.55	6.13	7.15	2.10	**5.37**	11.08
DN **SACRAMENTO**	0.0	3.40AM	5.00AM		**7.00AM**	**8.20AM**	**9 55AM**		**4.00PM**	4.20PM	5.00PM	**10.00AM**	**10.55AM**	3.20PM	6.05PM	5.15AM	5.45AM	6.05AM	**7.00AM**	2.00PM	**5.25PM**	11.00PM
(56.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.45)	(1.45)	(1.17)	(1.55)	(1.30)	(1.20)	(1.20)	(1.30)	(2.00)	(1.30)	(0.25)	(0.20)	(1.20)	(0.28)	(0.45)	(0.45)	(0.40)	(9.20)	(6.30)	(6.00)	(5.15)
Average speed per hour		32.31	32.31	33.64	29.50	37.69	42.25	32.44	37.69	28.02	37.69	31.75	39.69	30.01	28.28	17.64	17.64	19.80	6.84	12.72	10.41	11.90

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D. 72), except as per foot-notes.

*Tolenas—No train order Semaphore.

FOOT-NOTES—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.

No. 1 will wait at Sprig until 6.08 p. m. for No. 14.

Nos. 17 and 20, 47 and 12, 11 and 18, 5 and 14, 10 and 221 may on their rights meet on double track between Arsenal and Benicia.

Trains must get clearance card before leaving Sacramento or Davis, except Nos. 47, 9, 5 and 1, which may be cleared at Davis by Semaphore.

REGISTERING STATIONS:
Benicia, Davis, Sacramento Depot (1st and 2d class trains).
Sacramento (12th St.), 2d and inferior class trains.
Suisun, Elmira (Branch trains only). (See page 24).

TRAINS WILL STOP AS FOLLOWS:
At Joyce, Trains Nos. 17 and 19 on signal.
* No. 11 will stop only to leave passengers from north of Davis.
**No. 17 stops on signal at Sprig while club house is being built.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Port Costa and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS					FIRST CLASS					Distance from San Francisco		Time Table No. 113 September 1, 1907
	250	220	246	144	146	142	60	§108	26	6	50	8	84			
	Tracy Way Freight	C. P. Through Freight	Fresno Freight	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Express	The Owl	C. P. Atlantic Express	Stockton & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
				4 00PM	9 40AM	7.40AM	7 40AM		5.00PM	4.20PM	3.20PM	10 20AM	8.20AM	0.0		DN **SAN FRANCISCO** (32.1)
74,235 WTFI	1.00PM	5.50AM	12.50AM	5.36PM	11.04AM	9.12AM	9.12AM	8.20AM	6.20PM	5.54PM	4.45PM	11.45AM	9.37AM	32.1	Automatic Block.	DN **PORT COSTA** 3.6
12,005 WT	1.30	6.03	1.03	s 5.44	11.14AM	s 9.25	s 9.20	s 8.30	6.28	s 6.05	s 4.53	s 11.54AM	s 9.45	35.7		D **MARTINEZ** 1.3
5,026				f		f	f							37.0		LEWIS 0.8
7,080				f		f	f						*	37.8		PEYTON 1.3
4,053	2.15	6.20	1.14	s 5.53PM		s 9.40AM	s 9.27AM	s 8.38	6.32	6.11	f 5.00	12.01PM	† 9.52	39.1		DN **AVON** 3.1
13,552	2.52	6.48 7.05	1.25					f 8.52	6.37	6.16	f 5.12	12.07	f 9.57	42.2		D BAY POINT 3.6
	3.14	7.15	1.45					f 8.59	6.42	6.22	f 5.17	12.12	Foot-note f 10.08	45.8		McAVOY 4.1
7,079	3.45	7.28	2.00					s 9.10	6.48	6.30	s 5.25	s 12.21	s 10.16	49.9		DN CORNWALL 1.9
1,323	3.50	7.35	2.06					f 9.14	6.51	6.32	f 5.28	12.24	f 10.18	51.8		LOS MEDANOS 2.3
														54.1		PRINCE 0.4
4,457	4.08	7.43	2.15					s 9.20	6.55	6.38	s 5.35	* 12.30	s 10.22	54.5		D ANTIOCH 3.8
4,453	4.34 4.55	7.58	2.28					f 9.42	7.01	6.44	f 5.42	12.37	f 10.29	58.3		NEROLY 4.4
6,348 W	5.49	8.21	2.42					s 9.52	7.07	6.51	s 5.49	* 12.45	s 10.40	62.7		DN BRENTWOOD 5.2
4,940	6.20	8.45	2.58					s 10.05	7.13	* 6.58	s 5.58	s 12.56	s 10.50	67.9		D BYRON 4.7
3,520	6.35	9.17	3.13					f 10.22	7.19	7.07	f 6.06	1.06	f 10.59	72.6		HERDLYN 4.1
5,693	7.03 7.25	9.45	3.27					s 10.30	7.25	7.13	s 6.12	1.14	f 11.07	76.7		DN BETHANY 3.4
2,519	7.41	10.12	3.38					* 10.37	7.29	7.18	6.18	1.21	11.13	80.1		JANNEY 3.1
Term. Yard WFTYO	7.55PM	10.25AM	4.00AM					s 10.45AM	s 7.36PM	s 7.25PM	¶ 6.25PM	s 1.30PM	¶ 11.20AM	83.2		DN **TRACY**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(51.1)
	(6.55)	(4.35)	(3.10)	(0.17)	(0.10)	(0.28)	(0.15)	(2 25)	(1.16)	(1.31)	(1.40)	(1.45)	(1.43)			................Time over District
	10.25	11.88	16.13	23.40	21.60	15.71	29.00	21.15	40.03	34.06	30.07	29.20	29.75			................Average speed per hour

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE—No. 49 will wait at McAvoy until 10.11 a. m. for No. 84.

Trains must get clearance card before leaving Port Costa.

TRAINS WILL STOP AS FOLLOWS:

At Nevada Dock, Trains Nos. 142, 144 and 60 signal.

§ No. 108 stop to handle Express at stations as directed by W. F. & Co.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Port Costa and Tracy.

Westward.

Automatic Block.

Time Table No. 113 September 1, 1907.		Distance from Tracy	FIRST CLASS						SECOND CLASS					THIRD CLASS			
			25	81	49	3	83	7	141	§107	143	59	145	241	249	217	265
			The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	Bakersfield Passenger	Los Angeles Passenger	San Ramon Passenger	Express	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	El Paso Freight	Tracy Way Freight	Ogden Freight	Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
SAN FRANCISCO (32.1)		83.2	8.48AM	10.28AM	12.08PM	12.48PM	4.48PM	7.08PM	9.28AM		6.08PM	6.08PM	6.48PM				
PORT COSTA 3.6	DN	51.1	s 7.25AM	s **9.12**AM	s 10.37AM	s 11.28AM	s 3.10PM	s **5.36**PM	s 7.44AM	s **6.15**PM	s **4.37**PM	s **4.40**PM	s 5.10PM	**8.10**AM	1.50PM	**5.26**PM	2.45AM
MARTINEZ 1.3	D	47.5	7.16	f 9.03	s 10.28	**11.19**	s 3.02	s 5.26	s 7.35	s **6.05**	s 4.22	s 4.30	**5.00**PM	7.50	**1.30**PM **11.49**AM	5.13	2.29
LEWIS 0.8		46.2							f		f	f					
PEYTON 1.3		45.4			f				f		f	f					
AVON 3.1	DN	44.1	**7.10**	8.57	f 10.20	**11.14**	2.57	* 5.18	**7.28**AM	f **5.53**	4.10PM	4.20PM		**7.28** **7.00**	**11.14**	**5.00**	2.13
BAY POINT 3.6	D	41.0	**7.05**	**8.52**	f 10.14	11.09	f **2.52**	f **5.12**		f 5.44				**6.48**	10.50	4.35	2.00
McAVOY 4.1		37.4	6.59	8.47	Foot-note f **10.08**	11.04	2.46	f 5.05		f 5.35				6.35	10.35	4.10	**1.45**
CORNWALL 1.9	DN	33.3	6.53	s 8.40	s **9.57**	10.58	s 2.38	s 4.57		f **5.25**				6.18	**10.16** **9.47**	**3.45**	1.20
LOS MEDANOS 2.3		31.4	6.50	8.37	f 9.54	10.56	2.35	f 4.52		f 5.12				6.10	9.35	3.35	1.10
PRINCE 0.4		29.1															
ANTIOCH 3.8	D	28.7	6.47	s 8.33	s 9.49	10.52	s 2.31	s 4.47		s 5.04				5.58	**9.20**	3.26	12.55
NEROLY 4.4		24.9	6.39	8.27	f **9.42**	10.47	2.24	f **4.39**		f **4.55**				5.43	8.45	3.12	12.38
BRENTWOOD 5.2	DN	20.5	6.33	s **8.21**	s 9.35	**10.40**	s 2.18	s 4.31		s 4.48				5.25	**8.21**	2.58	12.20AM
BYRON 4.7	D	15.3	6.25	f 8.13	s 9.25	10.30	f 2.09	s 4.20		s 4.36				5.02	7.45	2.42	11.50PM
HERDLYN 4.1		10.6	6.18	8.06	f **9.17**	**10.22**	2.01	4.09		f 4.24				4.42	7.15	2.25	11.20
BETHANY 3.4	DN	6.5	6.12	† 8.01	s 9.08	10.17	1.55	f 4.02		s 4.15				4.27	6.58	2.12	11.00
JANNEY 3.1		3.1	6.07	7.57	9.02	**10.12**	1.50	3.56		4.07				4.12	6.43	2.00	10.45
TRACY	DN	0.0	6.02AM	7.52AM	8.58AM	10.07AM	**1.45**PM	**3.50**PM		**3.50**PM				**4.00**AM	6.30AM	**1.45**PM	10.30PM
(51.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
Time over District....................			(1.23)	(1.20)	(1.39)	(1.21)	(1.25)	(1.46)	(0.16)	(2.30)	(0.27)	(0.20)	(0.10)	(4.10)	(7.20)	(3.47)	(4.15)
Average speed per hour..................			36.92	38.31	30.84	37.84	36.07	36.05	26.17	20.44	15.51	20.94	21.60	13.81	9.89	13.60	12.02

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE—No. 49 will wait at McAvoy until 10.11 a. m. for No. 84.

Trains must get clearance card before leaving Tracy.

REGISTERING STATIONS:
Port Costa, Martinez, Avon, Tracy. (See page 24.)

TRAINS WILL STOP AS FOLLOWS:
At Nevada Dock, Trains Nos. 59, 141 and 143 on signal.
† No. 81. Stops to pick up Oakland or San Francisco passengers.
§ No. 107. Stops to handle express at stations as directed by W. F. & Co.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS	FIRST CLASS													Distance from San Francisco	Time Table No. 113 September 1, 1907		Minimum running time between stations for passenger trains—minutes.
	804	**288**	**802**	**280**	**278**	**§192**	**98**	**96**	**506**	**88**	**38**	**94**	**58**	**92**	**32**	**30**	**502**	**82**	**90**				
	Freight Via S. P. C.	Stockton & Sacramento Freight	San Jose Way Freight Via S. P. C.	San Jose Way Freight	Way Freight	Express Via S.P.C.	San Jose Passenger	San Jose Passenger	Wright Passenger Via S. P. C.	Livermore Passenger	Stockton and Lodi Passenger	San Jose Passenger	Santa Cruz Passenger Via S. P. C.	San Jose Passenger	Stockton & Sacramento Express	Santa Cruz Passenger	Wright Passenger Via S. P. C.	Stockton Passenger	San Jose Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		
							6.20PM	5.20PM	5.00PM	4.40PM	4.00PM	3.20PM	1.40PM	12.20PM	9.00AM		8.20AM	7.40AM	7.00AM	0.0	DN **SAN FRANCISCO** Oakland Ferry		
							6.38	5.38	5.18	4.58	4.18	3.38	1.58	12.38	9.18		8.38	7.58	7.18	4.5	DN **OAKLAND PIER**	4.5	
						6.30AM	6.48PM	5.48PM	5.28PM	5.07PM	4.27PM	3.47PM	2.10PM	12.47PM	9.29AM		8.48AM	8.07AM	7.28AM	4.5	DN **OAKLAND PIER** Automatic Block. Double Track.		
Term. Yard WTYFOI	11.00PM	10.15PM	11.30AM	11.05AM	6.50AM															5.9	DN WEST OAKLAND	1.4	
I	11.10	10.23	11.40	11.12	6.58	s 6.40	s 6.56	s 5.56	s 5.38	s 5.15	s 4.35	s 3.56	s 2.20	s 12.56	s 9.39		s 8.58	s 8.16	s 7.37	7.7	D * OAKLAND (First St.) S. P. Co. Crossing.	1.8	
27,969 WI	11.16	10.30	11.48	11.17	7.03	s 6.45	† 6.59	† 5.59	5.41	†5.19	4.39	†4.00	2.24	† 1.00	s 9.43		9.03	8.19	†7.41	9.3	D * EAST OAKLAND	1.6	
6,844																				10.0	23RD AVENUE.	0.7	
4,177 I	11.20	10.35	**11.52AM	**11.22	7.08	s 6.49	s 7.03	s 6.03	s 5.44	s 5.23	s 4.42	s 4.03	s 2.27	s 1.03	s 9.47		s 9.07	s 8.22	s 7.44	10.6	FRUITVALE (No Siding)	0.6	
672																				12.6	KOHLER (Spur)	2.0	
443							f	f		f		f		f						13.0	FITCHBURG (Spur)	0.4	
6,178	11.35PM	10.43	12.05PM	11.40	7.18	s 6.58AM	f 7.12	f 6.11	s 5.50PM	f 5.30	4.48	f 4.10	s 2.35PM	f 1.11	9.53		s 9.13AM	8.28	f 7.53	14.4	DN **ELMHURST**	1.4	
8,528 W	TO SANTA CLARA see page 16.	10.48	TO SANTA CLARA see page 16	11.55AM	**7.28**	TO SANTA CLARA see page 16	s 7.14	s 6.14	TO SANTA CLARA see page 16	s 5.35	**4.50**	s **4.13**	TO SANTA CLARA see page 16	s 1.14	s 9.56		TO SANTA CLARA see page 16	8.31	s 7.57	15.8	D SAN LEANDRO	1.4	
806		10.53		12.03PM	7.35		f 7.18	f 6.18		f 5.39	4.52	f 4.17		f 1.17	*10.00			8.34	f 8.00	17.5	ESTUDILLO	1.7	
4,540		10.56		12.10	7.39		s 7.21	s 6.20		s **5.45**	4.54	s 4.19		s 1.20	s 10.02			8.36	s 8.02	18.5	D LORENZO	1.0	
10,443		11.03		12.45	7.45		s 7.28	s **6.28**		s 5.50	4.58	s 4.24		s **1.30**	s 10.08			Foot-note **8.40**	s 8.08	21.1	D HAYWARD	2.6	
2,776		11.13		**1.19**	7.56		f 7.35	6.35		f 5.56	5.03	4.30		f 1.38	10.14			8.46	f 8.18	25.0	HALVERN	3.9	
5,786		11.21		**1.44**	8.03		s 7.41	s 6.42		s 6.02	5.07	s 4.35		s **1.44**	s **10.19**			8.50	s **8.28**	27.5	D DECOTO	2.5	
20,873 WY		11.35		**2.05PM**	**8.15**		s **7.47PM**	s 6.47PM		s **6.10**	Foot-note s **5.14**	s 4.40PM		s 1.50PM	s 10.28	**10.05AM**		s 8.58	s 8.35AM	30.2	DN **NILES**	2.7	
2,483		11.43			8.35					f 6.17	5.19				f 10.35	10.10		9.02		32.7	FARWELL	2.5	4
3,540		11.55PM			**9.09**					s 6.28	5.27				s 10.47	10.16		**9.09**		36.6	D SUNOL	3.9	5
10,657		12.12AM			9.50					s 6.40	s 5.35				s 11.01	10.25		s 9.17		41.9	D PLEASANTON	5.3	7
3,504										f										43.4	REMILLARD	1.5	
14,366		12.18			10.00					6.46	Foot-note **5.41**				11.05	10.28		**9.21**		44.0	ELIOT	0.6	3
13,487 WT		12.30			**10.25** **11.17AM**					6.55PM	s 5.47				s **11.17**	s **10.35**		s 9.27		47.9	D LIVERMORE	3.9	4
1,715		12.48			12.10PM						5.53				*11.26	10.40		**9.33**		51.5	ULMAR	3.6	5
4,359		1.10			12.40						* 6.01				s 11.37	10.48		f 9.40		56.0	DN ALTAMONT	4.5	7
2,136		1.30			**1.28**						6.11				f 11.47	10.57		f 9.50		60.5	CAYLEY	4.5	8
2,674		1.48			**1.53**						*6.19				s 11.54AM	11.04		f 9.57		64.0	MIDWAY	3.5	6
1,722		2.10			2.55						6.27				12.05PM	11.12		10.05		69.7	ELLIS	5.7	8
WFTYO Interm. Yard		2.20AM			3.15PM						6.30PM				¶ 12.10PM	s 11.15AM		10.10AM		71.8	DN **TRACY**	2.1	3
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(71.8)		
	(0.35)	(4.05)	(0.35)	(3.00)	(8.25)	(0.28)	(0.59)	(0.59)	(0.22)	(1.48)	(2.03)	(0.53)	(0.25)	(1.02)	(2.41)	(1.10)	(0.25)	(2.03)	(1.05)		....................Time over District		
	14.51	16.12	14.51	8.10	8.49		26.54	26.54	26.92	24.10	32.79	29.65	24.00	24.87	25.05	35.59	24.00	32.79	22.18		....................Average speed per hour		

** Nos. 280 and 802 pick up milk cans at Sather.

* No Train-order Semaphore

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D 72), except as per foot-notes.

FOOT-NOTES—See Special Rule, page 26, movement of trains under Automatic Block Signals, between Oakland Pier and Fruitvale.

No. 93 will wait at Hayward until 8.44 a. m. for No. 82.

No. 97 will wait at Niles until 5:20 p. m. for No. 38.

No. 37 will wait at Eliot until 5:44 p. m. for No. 38.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

TRAINS WILL STOP AS FOLLOWS:

At South San Leandro, all passenger trains except Nos. 32, 38, 82 and 94 on signal.
At Cherry, all passenger trains, except Nos. 32, 38, 82 and 94, on signal.
At Brightside, No. 88 on signal.
At Bonita, Nos. 32 and 88 on signal.
§192 stop to handle express at stations as directed by W. F. & Co.

At Verona, Nos. 32 and 88, on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.
At Bell Spur, No. 32 on signal; also No. 38 to leave Passengers.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco and Tracy. Westward.

Minimum running time between stations for freight trains—minutes.		Time Table No. 113 September 1, 1907	Distance from Tracy	FIRST CLASS												SECOND CLASS		THIRD CLASS			
				89	91	87	505	93	95	31	29	501	97	57	37	85	§191	803	277	279	801
				San Jose Passenger	San Jose Passenger	Livermore Passenger	Wright Passenger Via S. P. C.	San Jose Passenger	San Jose Passenger	Stockton & Sacramento Express	Santa Cruz Passenger	Wright Passenger Via S. P. C.	San Jose Passenger	Santa Cruz Passenger Via S. P. C.	Stockton & Milton Passenger	Livermore & San Jose Passenger	Express Via S. P. C.	Freight via S. P. C.	Way Freight	San Jose Way Freight	San Jose Way Freight Via S. P. C.
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
	Oakland Ferry	DN **SAN FRANCISCO** 4.5	71.8	7.08AM	7.48AM	8.28AM	8.48AM	9.48AM	2.48PM	4.08PM		5.48PM	6.48PM	7.28PM	7.28PM	11.48AM					
		DN **OAKLAND PIER**	67.3	6.48	7.28	8.08	8.28	9.28	2.28	3.48		5.28	6.28	7.08	7.08	11.28					
	Automatic Block. Double Track.	DN **OAKLAND PIER** 1.4	67.3	6.40AM	7.20AM	8.02AM	8.22AM	9.14AM	2.12PM	3.42PM		5.15PM	6.20PM	6.58PM	7.03PM	11.12AM	11.15PM				
		DN WEST OAKLAND 1.8	65.9															6.55AM	5.40PM	9.30PM	9.40PM
		D * OAKLAND (First St.) S. P. Co. Crossing. 1.6	64.1	s 6 30	s 7.09	s 7.50	s 8.14	s 9 06	s 2.03	s 3.32		s 5.04	s 6.09	s 6.49	s 6.54	s 11 03	s 11.04	6.45	5 30	9 20	9.32
		D * EAST OAKLAND 0.7	62.5	* 6.25	7.04	7.45	8.10	9.02	1.58	s 3.28		5.00	* 6.04	6.43	6.50	10.58	10.59	6.38	5.18	9.13	9.26
		23RD AVENUE 0.6	61.8																		
		FRUITVALE (No Siding) 2.0	61.2	s 6.20	s 7.00	s 7.40	s 8.07	s 8.59	s 1.53	s 3.24		s 4.55	s 6.00	s 6.40	s 6.47	s 10.55	s 10.55	6.33	5.12	9.09	9.21
		KOHLER (Spur) 0.4	59.2																		
		FITCHBURG (Spur) 1.4	58.8	f	f	f			f							f					
		DN **ELMHURST** 1.4	57.4	f **6.12**	f 6.54	f 7.32	8.00AM	f 8.53	f 1.45	3.17		**4.45PM**	f 5.53	**6.30PM**	**6.40**	f 10.46	10.45PM	**6.15AM**	**4.55**	8.58	9.10PM
		D SAN LEANDRO 1.7	56.0	s 6.08	s 6.50	s **7.28**	FROM SANTA CLARA see page 16	s 8.50	s 1.42	s 3.14		FROM SANTA CLARA see page 16	s 5.50	FROM SANTA CLARA see page 16	* 6.37	s 10.42	FROM SANTA CLARA See page 16	FROM SANTA CLARA see page 16	**4.50** **4.08**	8.50	FROM SANTA CLARA see page 16
		ESTUDILLO 1.0	54.3	f 6.04	f 6.46	f 7.25		f 8.46	f 1.38	3.11			f 5.46		6.35	f 10.38			3.45	8.40	
		D LORENZO 2.6	53.3	s 6.02	s 6.44	s 7.23		s 8.45	s 1.36	s 3.08			s **5.45**		* 6.33	s 10.37			3.40	8.35	
		D HAYWARD 3.9	50.7	s 5.57	s 6.39	s 7.18		Foot-note s **8.40**	s **1.30**	s **3.03**			s 5.38		* **6.28**	s 10.32			**3.03**	8.20	
		HALVERN 2.5	46.8	f 5.48	f 6.31	f 7.11		f 8.32	f **1.19**	2.56			5.27		6.20	f 10.24			2.33	8.05	
		D DECOTO 2.7	44.3	s 5.43	s 6.26	s 7.06		s **8.28**	s 1.12	s 2.51			f 5.21		* 6.15	s **10.19**			2.20	7.57	
		DN **NILES** 2.5	41.6	5.38AM	6.20AM	s 6.59		**8.22AM**	1.07PM	s 2.45	s 3.03PM		Foot-note **5.14PM**		s **6.10**	s **10.05**			**2.05**	**7.47PM**	
7		FARWELL 3.9	39.1			f 6.53				‡ 2.33	2.58				‡ 6.02	f 9.52			1.44		
12		D SUNOL 5.3	35.2			s 6.46				s 2.23	2.50				s 5.54	s 9.40			1.25		
12		D PLEASANTON 1.5	29.9			s 6.35				s 2.12	2.40				s 5.45	s 9.28			1.00		
3		REMILLARD 0.6	28.4			f				f						f					
10		ELIOT 3.9	27.8			6.32				2.07	2.36				Foot-note **5.41**	**9.21**			12.20PM		
		D LIVERMORE 3.6	23.9			6.25AM				s 2.00	s 2.29				s 5.32	9.05AM			**11.59AM** **10.30**		
9		ULMAR 4.5	20.3							† 1.50	2.20				5.23				**9.33**		
14		DN ALTAMONT 4.5	15.8							s 1.40	2.10				f 5.16				9.02		
14		CAYLEY 3.5	11.3							† **1.28**	2.00				f 5.05				8.40		
11		MIDWAY 5.7	7.8							f 1.20	**1.53**				f 4.58				8.25		
15		ELLIS 2.1	2.1							1.09	1.41				4.47				8.04		
5		DN **TRACY**	0.0							1.05PM	1.35PM				4.43PM				7.55AM		
		(71.8)]		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
		Time over District		(1.02)	(1.00)	(1.37)	(0.22)	(0.52)	(1.05)	(2.37)	(1.28)	(0.30)	(1.06)	(0.28)	(2.20)	(1.42)	(0.30)	(0.40)	(8.30)	(1.43)	(0.30)
		Average speed per hour		24.87	25.70	26.82	26.92	29.65	22.18	26.30	28.30	19.74	23.33	22.22	29.20	25.51	19.80	12.97	8.44	14.00	16.96

* No Train-order Semaphore.

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D 72), except as per foot-notes.

FOOT-NOTES—See Special Rule, page 26, movement of trains under Automatic Block signals between Oakland Pier and Fruitvale.

No. 93 will wait at Hayward until 8.44 a. m. for No. 82.

No. 97 will wait at Niles until 5.20 p. m. for No. 38.

No. 37 will wait at Eliot until 5.44 p. m. for No. 38.

No. 29 will take east "Y" at Niles and back up to station.

Trains must get clearance card before leaving Tracy.

TRAINS WILL STOP AS FOLLOWS:

* No. 37 will stop west of Niles to let off passengers from east Farwell, inclusive.

‡ Stop on signal daily, except Sunday, to receive passengers.

At South San Leandro, all passenger trains, except Nos. 31, 37, 91 and 93 on signal.

At Cherry, all passenger trains, except Nos. 31, 37 and 91 on signal.

§No. 191 stops to handle express at stations as directed by W. F. & Co.

At Merienda, No. 87 on signal.
At Mayborg, No. 87 on signal.
At Brightside, No. 87 on signal.
At Verona, Nos. 31, 37, 85 and 87 on signal.
At Bonita, Nos. 31, 37 and 87 on signal.
Bell Spur, No. 37 on signal.

REGISTERING STATIONS:

Oakland Pier, Oakland (First street), Elmhurst, Niles, Livermore and Tracy.
(See Page 24.)

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Sacramento.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS							SECOND CLASS				FIRST CLASS										Distance from San Francisco via Niles		Time Table No. 113 September 1, 1907
	292	220	286	300	298	288	284	134	136	§108	126	6	50	38	124	8	32	84	30	82	122			
	Placerville Passenger & Freight	C. P. Through Freight	Way Freight	Fresno Freight	Merced Freight	Stockton & Sacramento Freight	Steamer Freight Limited	Fair Oaks & Placerville Passenger	Stockton Passenger	Express	Stockton Passenger	C. P. Atlantic Express	Stockton and Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	LosAngeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Santa Cruz Passenger	Stockton Passenger	Sacramento Passenger			
	Lv. Daily Ex. Sun.	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
									10.20AM		8.20AM	4.20PM	3.20PM	4.00PM		10 20AM	9.00AM	8.20AM		7.40AM		0.0		DN **SAN FRANCISCO** 71.8
Interm. Yard WFTYO		11.00AM	6.45AM	6.15AM	**5.55AM**	2.50AM			**1.35PM**	**12.55 PM**		**7.34PM**	6.50PM	6.35PM	2.50PM	**1.45PM**	12.30PM	11.35AM	11.18AM	10.15AM	**7.55AM**	71.8	Automatic Block.	DN **TRACY** 3.1
4,222		11.08	6.58	6.27	6.05	3.02			f 1.40	**1.00**		7.41	f **6.55**	**6.40**	s 2.55	f 1.51	**12.39**	11.40	11.23	10.20	s 8.01	74.9		BANTA 3.7
3,052		11.16	7.07	6.39	6.15	3.15			1.47	**1.10 1.20**		**7.48**	7.01	6.45	3.01	1.56	12.45	11.47	11.29	10.25	8.08	78.6		MINARD 3.9
32,675 WY		**11.27AM 1.14PM**	**7.32**	6.55AM	6.30AM	3.30	2.45AM		**1.53**	1.27PM	11.59AM	s 7.55	s **7.10PM**	s 6.52	**3.10 3.25**	**2.03PM**	s **12.54**	**11.55AM**	s **11.37**	s 10.32	**8.17 8.30**	82.5		DN **LATHROP** 4.6
5,214		1.27	**8.15**			3.45	3.00		f 2.05		f **12.15PM**	8.05		f **7.01**	s 3.40		* **1.06**		**11.45**	10.40	s 8.39	87.1		FRENCH CAMP 1.6
																						88.7		A. & S. J. Crossing 3.2 A. T. & S. F. Crossing
I Interm. Yard WFTYO		1.40	**8.40 9.21**			4.10	3.25		2.15PM		12.25PM	s 8.20		s 7.10	s **3.55**		1.15 1.20		s **11.55**	**10.50AM**	s **8.50**	91.9		DN **STOCKTON** 1.5
3.178																						93.4		AMBRUST (Spur) 0.3
6,803		1.47	9.40			4.17	3.32					8.25		*7.14	**4.03**		f 1.25		11.59AM		f **8.55**	93.7		EL PINAL 0.8
382																						94.5		RAND (Spur) 3.1
3,495		1.58	10.00			4.28	3.46					8.33		7.21	f 4.12		1.33		12.05PM		f **9.10**	97.6		CASTLE 3.6
3,100		2.10	**10.20**			4.40	3.58					8.42		*7.28	f 4.21		1.40		12.11		f 9.16	101.2		ARMSTRONG 3.1
20,753WFT		**2.25**	**11.28AM**			4.58	4.10					s 8.50		7.35PM	s 4.28		s 1.48		s 12.16		s 9.23	104.3		DN **LODI** 1.8
3,012																						106.1		URGON (Spur) 1.1
7,048		2.35	**12.09PM 12.32**			5.08	4.21					8.57			s 4.35		s **1.55**		**12.19**		s 9.28	107.2		D ACAMPO 3.3
3,193		2.45	**1.05**			5.20	4.32					9.04			f 4.43		f 2.02		**12.27**		f 9.34	110.5		FOREST LAKE 2.2
7,570WFT		3.00	1.30			5.33	4.42					s 9.10			s 4.50		s 2.07		s **12.32**		s **9.38**	112.7		DN **GALT** 3.8
3,177		3.12	**2.15**			5.48	4.54					9.18			5.00		**2.15**		12 37		9.45	116.5		NEED 2.0
1,229		3.18	2.30			5.55	5.01					9.22			f 5.05		f 2.19		12 40		f 9.49	118.5		ARNO 2.0
3,259		3.24	2.37			6.02	5.07					**9.25**			f 5.10		f 2.23		12 43		f 9.52	120.5		McCONNELL 3.4
4,275		3.35	2.52			6.14	5.19					9.32			s 5.18		s 2.32		12.48		s 9.59	123.9		DN ELK GROVE 2.8
2,519		3.45	3.05			6.25	5.28					9.38			5.25		2.37		12.52		**10.04**	126.7		GRAHAM 3.3
4,903 W		3.57	3.25			**6.45**	5.39					9.44			s **5.37**		s 2.45		12.58		s 10.12	130.0		D FLORIN 4.2
2,512		4.15	3 50			7.03	5.53					s 9.53			s 5.45		s 2.55		1.05		s **10.25**	134.2		DN **BRIGHTON** S. P. C. Sac. Div. Crossing.
2,512		4.15	**3.50**			7 03	5.53	**9.25AM**							5.45		2.55				**10.25**	134.2	Foot-note	DN **BRIGHTON** S. P. Co. Sac. Div. Crossing. 3.0
3,251 IY		4.30PM	4.03PM			7 13AM	**6.10AM**	9 31AM							5 51PM		3.02PM				10.31AM	137.2		*ELVAS 3.2
Term. Yard WFTO		4.45PM	4.15PM			7.25AM	6.30AM	9.40AM							6.00PM		3.10PM				10.40AM	140.4		DN **SACRAMENTO**
2,512	4.35PM											9.53							1.05			134.2		DN **BRIGHTON** 2.4
1,034	4.44											10.00							1.10			136.6		HOMESTEAD 3.5
Term. Yard WFTO	5.00PM											10.10PM							1.20PM			140.1		DN **SACRAMENTO**
	Ar. Daily Ex. Sun.	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(68.3)
	(0.15)	(5.25)	(9.30)	(0.40)	(0.35)	(4.35)	(3.45)	(0.15)	(0.40)	(0.33)	(0.28)	(2.36)	(0.20)	(1.00)	(3.10)	(0.18)	(2.40)	(0.20)	(2.02)	(0.35)	(2.45)			...............Time over District
	13.21	13.72	7.23	16.63	19.01	15.02	15.18	25.56	22.33	29.30	19.03	26.56	33.27	32.56.	23.95	36.85	27.40	33.57	33.41	34.25	24.95			...............Average speed per hour

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted in Special Rule, page 26, Tracy and Sacramento.

NOTE—Special Rule, page 26, governing movement of trains under Automatic signals between Elvas and Sacramento.
* Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to double track has been given by Towerman.

Trains must get clearance card before leaving Tracy or Lathrop.

TRAINS WILL STOP AS FOLLOWS:

At San Joaquin Bridge, 122, 124, 136 on signal.
§ No. 108 stop to handle express at stations as directed by W. F. & Co.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Sacramento.

Westward.

Time Table No. 113

September 1, 1907

Automatic Block

STATIONS	Distance from Sacramento	FIRST CLASS										SECOND CLASS				THIRD CLASS						
		25	81	49	3	31	83	29	7	37	121	135	125	133	§107	283	217	291	285	297	299	287
		The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	C. P. Pacific Express	Stockton & Sacramento Express	Bakersfield Passenger	Santa Cruz Passenger	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Stockton Passenger	Placerville & Fair Oaks Passenger	Express	Sunset Freight L'mited	Ogden Freight	Placerville & Fair Oaks Passenger and Freight	Way Freight	Merced Freight	Fresno Freight	Sacramento Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sun.	Arrive Daily
DN SAN FRANCISCO 71.8	140.1	8.48AM	10 28AM	12.08PM	12 48PM	4.08PM	4 48PM		7 08PM	7.28PM		12 08PM										
DN TRACY 3.1	68.3	5.55AM	7.50AM	¶ 8.37AM	10.00AM	¶ 12.45PM	¶ 1.27PM	s 1.32PM	3.45PM	4.37PM	7.30PM	8.48AM			3.30PM		1.15PM		7.10PM	5.55PM	8.10PM	1.00AM
BANTA 3.7	65.2	5.48	7.44	8.31	9.53	s 12.39	1.20	1.25	3.38	f 4.32	* 7.23	f 8.41			3.22		1.00 12.29		6.55 6.35	5.40	7.58	12.46
MINARD 3.9	61.5	5.42	7.38	8.25	9.47	12.32	1.15	1.20	3.32	4.25	7.17	8.36			3.17		12.12PM		6.20	5.23	7.48	12.30
DN LATHROP 4.6	57.6	5.35AM	s 7.32	8.17AM	s 9.40	s 12.24	1.07PM	s 1.14	3.25PM	s 4.17	s 7.10	s 8.30	11.55AM		3.10PM	9.30AM	11.55AM 11.32		6.05	5.05PM	7.10PM	12.10AM
FRENCH CAMP 1.6	53.0		7.25		9.30	f 12.15		1.06		f 4.09	s 7.01	f 8.15	f 11.45			9.17	11.10		5.45			11.40PM
A. & S. J. Crossing 3.2	51.4																					
A. T. & S. F. Crossing DN STOCKTON 1.5	48.2		s 7.16		s 9.21	12 05PM 11.55AM		s 12.55		4.00PM	6.47	8.05AM	11.30AM			9.02	10.55		5.30 4.20			11.15
ARMBRUST (Spur) 0.3	46.7																					
EL PINAL 0.8	46.4		† 7.11		9.15	f 11.49		12.50			f 6.40					8.55	10.47		4.03			10.47
RAND (Spur) 3.1	45.6																					
CASTLE 3.6	42.5		f 7.05		9.10	11.41		12.45			f 6.33					8.30	10.33		3.38			10.35
ARMSTRONG 3.1	38.9		f 7.00		9.03	11.34		12.41			f 6.28					8.18	10.20		3.20			10.25
DN LODI 1.8	35.8		6.55AM		s 8.58	s 11.28		s 12.37			s 6.23					8.09	10.09		3.05 2.25			10.15
URGON (Spur) 1.1	34.0																					
D ACAMPO 3.3	32.9				8.53	s 11.22		12.32			s 6.17					8.00	9.58		1.55			10.06
FOREST LAKE 2.2	29.6				8.48	f 11.15		12.27			f 6.12					7.50	9.47		1.05			9.56
DN GALT 3.8	27.4				s 8.45	s 11.10		12.21			s 6.08					7.43	9.38		12.32 12.11PM			9.50
NEED 2.0	23.6				8.38	10.58		12.13			5.59					7.28	9.15		11.35AM			9.38
ARNO 2.0	21.6				8.35	f 10.54		12.10			f 5.55					7.22	9.08		11.15			9.32
McCONNELL 3.4	19.6				8.32	f 10.51		12.07			f 5.52					7.17	9.02		10.51			9.25
DN ELK GROVE 2.8	16.2				8.27	s 10.44		12.02PM			s 5.47					7.05	8.50		10.22			8.45
GRAHAM 3.3	13.4				8.22	10.39		11.57AM			5.43					6.55	8.41		10.04			8.38
D FLORIN 4.2	10.1				8.17	s 10.34		11.52			s 5.37					6.45	8.29		9.37			8.28
DN BRIGHTON S. P. Co. Sac. Div. Crossing	5.9				8.10	10.25		11 45			5.30					6 33	8.10		9 20			8.15
DN BRIGHTON S. P. Co. Sac. Div. Crossing 3.0 Foot-note	6.2					s 10.25					s 5.30			‡ 3.40PM		6.33	8.10		9.20			8 15
*ELVAS 3.2	3.2					10.19AM					5.24PM			3.34PM		6.17AM	7.57AM		9 02AM			8.02PM
DN SACRAMENTO	0.0					10.10AM					5.15PM			3.25PM		6.05AM	7.45AM		8.50AM			7.50PM
DN BRIGHTON 2.4	5.9				s 8.10			11.45										7.23AM				
HOMESTEAD 3.5	3.5				8.03			11.38										f 7.12				
DN SACRAMENTO	0.0				7.55AM			11.30AM										7.00AM				
(68.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sun.	Leave Daily
Time over District		(0.20)	(0.55)	(0.18)	(2.05)	(2.35)	(0.20)	(2.02)	(0.20)	(0.37)	(2.15)	(0.43)	(0.25)	(0.15)	(0.20)	(3.25)	(4.50)	(0.23)	(10.20)	(0.50)	(0.45)	(5.10)
Average speed per hour		33.27	35.82	36.85	32.61	26.59	33.27	33.41	33.27	32.38	30.53	27.87	22.55	25.56	33.27	16.86	14.22	14.70	5.57	13.30	14.79	13.63

2-50
6-05
8-55

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted in Special Rule, page 26, Tracy and Sacramento.

NOTE—Special Rule, page 26, governing movement of trains under Automatic Signals between Elvas and Sacramento.
* Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to double track has been given by Towerman

Trains must get clearance card before leaving Sacramento or Lathrop.

REGISTERING STATIONS:
Tracy, Lathrop, Stockton, Lodi and Brighton, Sacramento Depot (1st and 2nd class trains), Sacramento (12th St.), (2nd and inferior class trains), Galt (branch trains only). (See Page 24.)

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, Nos. 37 and 135 on signal.
§ No. 107 stop to handle express at stations as directed by W. F. & Co.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Lathrop and Fresno—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco via Antioch		Time Table No. 113 September 1, 1907	Distance from Fresno	FIRST CLASS				SECOND CLASS		THIRD CLASS		
	254	300	298	§108	158	50	8	84					25	49	83	7	§107	157	299	297	253
	Sunset Freight Limited	* Fresno Freight	Merced Freight	Express	Madera Passenger and Freight	Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger					The Owl	Fresno and Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	Express	Madera Passenger and Freight	* Fresno Freight	Merced Freight	Sunset Freight Limited
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
						3.20PM	10.20AM	8.20AM	0.0		**SAN FRANCISCO**	206.6	8.48AM	12.08PM	4.48PM	7.08PM					
32,675 WY	9.40AM	7.05AM	6.35AM	1.30PM		**7.15**PM	2.05PM	11.58AM	94.4	DN	**LATHROP** 0.4	112.2	s 5.34AM	s 8.10AM	s 1.03PM	s 3.20PM	s 3.00PM		**7.05**PM	5.00PM	2.40AM
									94.8		A. & S. J. Crossing 3.0	111.8									
1,370	9.52	7.15	6.45	1.37		f 7.22	f 2.12	12.04PM	97.8		MANTECA 1.8	108.8	5.26	f 8.02	12.57	3.13	f 2.52		6.53	4.47	2.25
2,450	9.58	7.20	6.49	f 1.40		7.25	2.16	12.07	99.6		MORRANO 1.7	107.0	5.23	7.58	12.54	3.10	2.48		6.48	4.42	2.20
450						*			101.6		WESTON (Spur) 2.9	105.05		†							
4,460	10.13	7.32	7.02	s 1.49		f 7.33	s 2.26	12.14	104.3	D	RIPON 3.1	102.3	5.16	s 7.51	12.48	s 3.02	s 2.38		6.36	4.28	2.06
4,064	10.22	**7.46**	7.10	s 1.55		s 7.39	f **2.33**	12.19	107.4		SALIDA 6.9	99.2	5.11	s **7.46**	12.44	f 2.56	s **2.33**		6.27	4.20	1.57
12,918	10.43	9.00	**7.34**	s **2.12**		s 7.52	Foot-note s **2.44**	Foot-note s **12.34**	114.1	DN	MODESTO 4.3	92.5	5.01	s **7.34**	Foot-note s **12.34**	Foot-note s **2.44**	s **2.12**		6.08	4.00	1.36
4,433	10.58	9.15	8.05	s **2.33**		f 7.59	s 2.54	12.40	118.4	D	CERES 1.9	88.2	4.54	f 7.27	12.27	s **2.33**	s 2.05		5.45	3.45	1.23
422						*			120.3		ESMAR (Spur) 1.5	86.3									
2,212	11.07	9.27	8.15	2.41		f 8.05	f 3.02	12.45	121.8		KEYES 5.4	84.8	4.49	f 7.22	12.21	2.24	1.59		5.35	3.33	1.13
8,043	11.25AM	9.46	8.31	s **2.53**		s 8.15	s **3.15**	s 12.52	127.2	D	TURLOCK 5.7	79.4	4.41	s 7.12	s 12.12	s 2.13	s 1.51		5.15	**3.15** **2.48**	12.57
1,336	**12.03**PM	10.06	8.47	3.05		f 8.25	f 3.28	1.00	132.9		DELHI 4.5	73.7	4.32	f 7.02	**12.03**PM	2.03	1.41		4.50	2.20	12.40
4,173	12.17	10.21	9.00	s 3.15		f 8.32	s 3.38	s 1.06	137.4	D	LIVINGSTON 2.5	69.2	4.25	s 6.55	11.57AM	f **1.56**	s **1.35**		4.35	**1.56** **1.25**	12.27
1,666	12.25	10.30	9.10	3.20		f 8.37	f 3.44	**1.09**	139.9		ARENA 4.3	66.7	4.22	f 6.50	11.53	1.50	1.31		4.22	**1.09**	12.18
5,502	**12.45** **1.42**	11.00	9.25	s **3.28**		f 8.45	s **3.55**	f **1.15**	144.2	D	ATWATER 1.6	62.4	4.16	f 6.43	f 11.47	s **1.42**	s **1.23**		**3.55** **3.23**	**12.45**	12.06AM
2,307								**1.19**	145.8		BUHACH 1.8	60.8					**1.19**				
461									147.6		FERGUS (Spur) 3.9	59.0									
16,895 WFT	**2.15**	**11.30**AM **12.10**PM	9.50AM	s 3.50		s 9.03	s 4.15	Foot-note s **1.30**	151.5	DN	**MERCED** 6.1	55.1	4.04	s 6.30	s **11.37**	Foot-note s **1.30**	s 12.59		**2.50** **2.15**	**12.05**PM	11.44PM
2,527	2.33	**12.45**		4.00		f 9.12	f 4.27	**1.40**	157.6		LINGARD 3.9	49.0	3.55	f 6.16	11.27	1.13	**12.45**		**1.40**		11.20
4,820	2.43	**1.07**		4.07		f 9.17	f 4.33	1.46	161.5		ATHLONE 5.3	45.1	3.49	f 6.10	11.21	f **1.07**	12.39		**1.07**		11.09
2,527							*		166.8		SIERRA VISTA (Spur) 1.1	39.8									
2,331	3.00	1.30		s 4.17		f 9.27	s 4.45	f 1.56	167.9	D	MINTURN 1.2	38.7	3.40	f 6.00	f 11.13	s 12.56	s **12.30**		**12.30**		10.49
680									169.1		McNEAR (Spur) 3.9	37.5									
1,406	3.15	**2.03**		4.27		f 9.34	f 4.57	**2.03**	173.0		CALIFA 4.5	33.6	3.32	f 5.52	11.08	12.47	12.22		12.01PM		10.35
12,964 WFT	3.30	2.30		s 4.34	**11.05**AM	sx 9.45	s 5.07	s **2.10**	177.5	DN	**BERENDA** 7.4	29.1	x 3.26	s 5.45	s **11.02**	s 12.40	s 12.15	**2.05**PM	11.47AM		10.22
22,467 OT	3.50	3.15		s 4.50	**11.25**AM	s **10.00**	s 5.25	s 2.24	184.9	DN	MADERA 2.8	21.7	3.14	s 5.32	s 10.50	s 12.27	s 12.02PM	1.45PM	**11.25**		**10.00**
1,768	3.58	3.25		s 4.54		f 10.05	f 5.32	2.28	187.7		BORDEN 3.5	18.9	3.08	f 5.27	10.45	f 12.22	11.57AM		11.00		9.32
3,760	4.08	3.33		4.58		f 10.12	f 5.38	2.33	191.2		IRRIGOSA 3.3	15.4	3.03	f 5.22	**10.40**	12.17	11.52		**10.40**		9.21
746									194.5		THARSA (Spur) 2.1	12.1									
12,726 W	4.22	3.47		5.07		f 10.21	f 5.49	2.42	196.6		HERNDON 4.6	10.0	2.55	f 5.14	10.33	f 12.07PM	11.43		10.12		9.02
2,514	4.35	3.58		5.15		f 10.30	f 5.58	2.49	201.2		MUSCATEL 5.4	5.4	2.48	f 5.07	10.27	11.59AM	11.37		10.03		8.48
Term Yard WFTYO	5.00PM	4.15PM		5.30PM		10.40PM	6.10PM	3.00PM	206.6	DN	**FRESNO**	0.0	2.40AM	5.00AM	10.20AM	11.50AM	11.30AM		9.50AM		8.30PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(7.20)	(9.10)	(3.15)	(4.00)	(0.20)	(3.25)	(4.05)	(3.02)			...............Time over District.....................		(2.54)	(3.10)	(2.43)	(3.30)	(3.30)	(0.20)	(9.15)	(4.55)	(6.10)
	7.51	13.48	17.58	28.02	22.20	32.82	27.48	37.08			...............Average speed per hour.....................		38.73	35.46	41.34	32.00	32.00	22.20	12.64	4.46	18.21

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

FOOT-NOTE—No. 83 will wait at Modesto until 12.37 p. m. for No. 84.
No. 7 will wait at Merced until 1.35 p. m. for No. 84.
No. 7 will wait at Modesto until 2.48 p. m. for No. 8.

Trains must get clearance card before leaving Lathrop or Fresno.

REGISTERING STATIONS:
Lathrop, Merced, Berenda, Madera and Fresno. See Page 24.

* Nos. 299 and 300 will carry passengers between Merced and Lathrop.
X Nos. 25 and 50 will handle Raymond sleeper.
§ Nos. 107 and 108 stop to handle Express at stations as directed by W. F. & Co.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Mendota—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		THIRD CLASS		FIRST CLASS		Distance from San Francisco via Antioch		Time Table No. 113 September 1, 1907	Distance from Mendota via Antioch	FIRST CLASS	THIRD CLASS	
		248	246	26	36					35	247	241
		* Way Freight	Fresno Freight	The Owl	Visalia Passenger					Visalia Passenger	* Way Freight	El Paso Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
				5 00PM	8.20AM	0.0		**SAN FRANCISCO** 83.2	175.5	4 08PM		
Interm. Yard	WFTYO	10.00AM	5.20AM	7.41PM	11.35AM	83.2	DN	**TRACY** 2.7	92.3	¶ 12.40PM	4.10PM	3.10AM
2,877		10 10	5.30	7.45	11 40	85.9		LYOTH A. & S. J. Crossing 3.0	89.6	12.35	3 55	3 00
4,353		10.22	5.39	7.49	f 11.46	88.9		YARMOUTH 4.7	86.6	f 12.30	3.43	2.48
4,515		10.40	5.52	7.56	s 11.52	93.6		VERNALIS 2.3	81.9	s 12.23	3.25	2.32
1,008					f	95.9		COWELL (Spur) 1.5	79.6	f		
2,590		10.54	6.03	8.02	11.58AM	97.4		HALLY 4.0	78.1	12.14	3.10	2.17
5,110	W	11.10	6.14	8.08	s **12.07**PM	101.4	DN	WESTLEY 7.0	74.1	s **12.07**PM	2.55	2.04
4,920		**11.53**AM	6.37	8.20	f 12.21	108.4		EMERALD 5.8	67.1	f **11.53**AM	2.20	1.35
6,936		**12.32**PM	6.54	8.28	s **12.32**	114.2	D	CROW'S LANDING 6.3	61.3	s 11.42	1.50	1.17
8,513	W	**1.10** 1.40	7.15	s 8.38	s **12.44**	120.5	DN	NEWMAN 4.0	55.0	s 11.29	1.10 **12.30**	12.55
5,458		1.55	7.28	8.45	f 12.52	124.5		GUSTINE 3.4	51.0	f 11.22	12.01PM	12.37
3,334		2.06	7.37	8.50	f 12.57	127.9		LINORA 2.4	47.6	f 11.14	11.35AM	12.27
7,241		2.15	7.45	8.54	s 1.03	130.3		INGOMAR 6.3	45.2	s **11.10**	**11.10**	12.18AM
5,515		2.45	8.05	9.05	s 1.16	136.6	D	VOLTA 4.8	38.9	s 10.58	10.20	11.58PM
13,685	WY	3.50	8.28	s 9.13	s 1.27	141.4	DN	LOS BANOS 7.9	34.1	s 10.47	9.50	11.45
3,344		4.20	**9.03**	9.24	f 1 42	149.3		AGATHA 4.7	26.2	f 10.33	**9.03**	11.05
7,744		5.30	9.17	9.30	s 1.50	154.0	D	DOS PALOS 6.8	21.5	s 10.25	8.30	10.46
4,529		5.55	9.35	9.42	f 2.03	160.8		OXALIS 6.4	14.7	f 10.14	7.59	10.20
9,184	W	6.20	**10.04**	**9.55**	s 2.14	167.2	DN	FIREBAUGH 4.6	8.3	s **10.04**	7.35	**9.55**
2,564		6.37	10.17	10.03	2.22	171.8		CROMIR 3.7	3.7	9.56	7.15	9.28
34,063	WFT	7.00PM	10.30AM	10.10PM	2.30PM	175.5	DN	**MENDOTA**	0.0	9.50AM	7.00AM	9.15PM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(92.3)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily
		(9.00)	(5.10)	(2.29)	(2.55)			……………Time over District……………		(2.50)	(9.10)	(5.55)
		10.85	17.84	36.40.	31.61			……………Average speed per hour……………		32.54	10.85	15.58

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

REGISTERING STATIONS:
Tracy and Mendota. (See Page 24.)

Trains must get clearance card before leaving Tracy or Mendota.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

*Nos. 247 and 248 will carry passengers.

NOTE—Trains will come to a full stop before passing the automatic signal east of junction switch Tracy, unless signal is at "clear" position, when trains can proceed into the yard under control.

When signal is at "stop" position, trains will be brought to a full stop at point above designated and will call for switch. They must not proceed until they receive "go ahead" signal with green flag by day, or green light by night, from the switch tender; acknowledgment of signals to be made as prescribed by rule.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION : S. P. C. Ry.—San Francisco and Santa Clara, and Centerville Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS			FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		Time Table No. 113 September 1, 1907	Distance from San Francisco.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS			THIRD CLASS	
	804	802	516	514	§192	506	58	502							505	501	57	513	515	§191	803	801
	Freight	San Jose Way Freight	Mixed	Mixed	Express	Wright Passenger	Santa Cruz Passenger	Wright Passenger							Wright Passenger	Wright Passenger	Santa Cruz Passenger	Mixed	Mixed	Express	Freight	San Jose Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
						5.00PM	1.40PM	8.20AM		0.00	DN	**SAN FRANCISCO** 14.4	48.3		8.48AM	5.48PM	7.28PM					
5,198	11.35PM	12.05PM			6.58AM	5.50PM	2.35PM	9.13AM		14.4	DN	**ELMHURST** 2.1	33.3		s 8.00AM	s 4.45PM	s 6.30PM			s 10.45PM	6.15AM	9.10PM
17,732	11.42	12.13			7.03	f 5.55	f 2.39	f 9.18	4	16.5		ANDRO 2.3	33.9	5	f 7.54	f 4.39	6.25			10.39	6.05	9.00
451	11.52PM	12.22			7.07	f 6.01	f 2.44	f 9.24	4	18.8		ROBERT (Spur) 2.3	29.5	7	f 7.48	f 4.34	6.21			10.34	5.54	8.50
960	12.02AM	12.30			7.12	f 6.07	f 2.49	f 9.31	4	21.1		RUSSEL (Spur) 1.5	27.2	7	f 7.42	f 4.28	f 6.17			10.29	5.43	8.40
1,578	12.06	12.45			s 7.16	s **6.15**	f 2.52	s 9.36	3	22.6	D	MOUNT EDEN 3.7	25.9	5	s 7.39	s 4.25	f **6.15**			f 10.27	5.38	8.35
801	12.22	1.15			s **7.30**	s 6.23	s 3.00	s 9.47	7	26.3	D	ALVARADO 0.9	22.0	10	s **7.30**	s 4.15	s 6.06			s 10.19	5.20	8.15
750	12.25	1.20			7.32	f 6.25	3.02	f 9.49	2	27.2		HALL (No Siding) 2.2	21.1	3	f 7.29	f 4.14	6.05			10.17	5.17	8.05
999	12.35	1.30			7.37	f 6.31	3.05	f 9.56	8	29.4		ARDEN 2.2	18.9	16	f 7.24	f 4.08	6.01			10.13	5.07	7.55
4,420 W	12.55	1.45			s 7.44	s 6.36	s 3.10	s 10.03		31.6	D	**NEWARK**	16.7		7.20	4.04	5.55			10.08	4.55	7.45
4,420 W			6.40PM	10.10AM						31.6	D	**NEWARK** 2.9	16.7					7.15AM	4.00PM			
			7.05PM	10.35AM					15	34.5		**CENTERVILLE**	19.6	18				6.50AM	3.35PM			
4,420	12.55	1.55			7.44	6.36	3.10	10.03		31.6	D	**NEWARK** 2.2	16.7		s 7.20	s 4.04	s 5.55			s 10.08	4.55	7.45
791	1.05	2.15			f 7.50	f 6.41	f 3.15	f 10.08	4	33.8		MOWRY 3.7	14.5	7	f 7.16	f 3.58	5.49			10.03	4.40	7.20
630	1.23	2.40			7.58	f 6.49	f 3.22	f 10.17	7	37.5		DRAWBRIDGE 2.6	10.8	11	f 7.08	f 3.49	‡ 5.42			f 9.57	4.25	7.05
1,207	1.36	3.00			f 8.05	s **6.55**	f 3.30	s 10.23	5	40.1	D	ALVISO 2.6	8.2	8	s 7.03	s **3.43**	f 5.37			f 9.52	4.15	**6.55**
9 937	1.50	**3.28** **3.38**			f 8.12	s 7.02	s **3.38**	s 10.30	5	42.7	D	AGNEW 3.1	5.6	8	s 6.58	s **3.38**	s 5.32			s 9.46	4.04	6.20
744 I	2.05AM	4.15PM			s 8.20AM	s 7.10PM	s 3.45PM	s 10.40AM	4	45.8	D	**SANTA CLARA** 2.5	2.5	8	6.52AM	3.30PM	5.25PM			s 9.40PM	3.50AM	6.00PM
						7.28PM		10.58AM		48.3	DN	**SAN JOSE** S. P. C. Ry. Depot.	0.0		6.45AM	3.20PM						
	2.30AM	4.35PM			8.30AM		3.50PM			50.6	DN	**SAN JOSE** Market St. Depot. Coast Line.	0.0				5.20PM			9.35PM	3.30AM	5.50PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(48.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.55) 10.34	(4.00) 7.76	(0.25) 7.20	(0.25) 7.20	(1.22) 24.28	(1.20) 23.25	(1.15) 24.88	(1.27) 21.45				Time over District Average speed per hour			(1.08) 27.50	(1.15) 24.88	(1.05) 28.30	(0.25) 7.20	(0.25) 7.20	(1.05) 28.30	(2.25) 12.83	(3.10) 10.51

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE—No. 802 is superior to 801.
No. 804 is superior to 803.

Trains must obtain clearance cards before leaving Santa Clara when an operator is on duty.

REGISTERING STATIONS:
Elmhurst, Newark, Santa Clara and San Jose. (See page 24.)

TRAINS WILL STOP AS FOLLOWS:
At Arffs, all trains on signal except Nos. 57 and 58.
At Mayhew, No. 501 Wednesdays and Sundays only.
No. 506 Tuesdays and Saturdays only.
‡No. 57 stop on signal Sundays only.
§Nos. 191 and 192 stop to handle express at stations as directed by W. F. & Co.

Movement of trains between Santa Clara and San Jose (Coast Line Depot) will be governed by current Coast Division time table.

San Jose yard limits, from Santa Clara to Valbrick on the standard gauge line, and from Santa Clara to Dougherty on narrow gauge line.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. East-bound trains must get a signal to "proceed" from the switch tender at switch to old main line (or round house track) before fouling said junction switch.

Engineers approaching Santa Clara interlocking tower must sound one short, one long, one short (thus: — ——— —) blast of the whistle, if they wish switches lined up for Coast Division main track; two short, one long, two short (thus: — — ——— — —) blasts of the whistle if they wish switches lined up for crossover on old S. P. C. Co. main line; Two short, one long, one short (thus — — ——— —) blasts of the whistle if they wish switches lined up between Western Division track and Coast Division main line.

Eastward. Westward.

FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—TOWARD SAN FRANCISCO.

SAN RAMON BRANCH.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Minimum running time between stations for passenger trains—mins.	Distance from San Francisco		Time Table No. 113 September 1, 1907 STATIONS	Distance from San Ramon	Minimum running time between stations for freight trains—minutes	SECOND CLASS		
	144 San Ramon Passenger	142 San Ramon Passenger and Freight	60 San Ramon Passenger							141 San Ramon Passenger	143 San Ramon Passenger and Freight	59 San Ramon Passenger
	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only							Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only
	4.00PM	7.40AM	7.40AM		0.0		**SAN FRANCISCO** 39.1	58.8		9.28AM	6.08PM	6.08PM
4,053	5.53PM	9.40AM	9.27AM		39.1	D	**AVON** 4.4	19.7		s 7.28AM	s 4.10PM	s 4.20PM
5,393 W	s 6.03	s 10.20	s 9.38	7	43.5	D	CONCORD 0.7	15.3	11	s 7.16	s 3.47	s 4.10
935					44.2		NACIO 1.9	14.6				
4,098	f 6.08	f 10.35	f 9.45	5	46.1		HOOKTON 3.1	12.7	6	f 7.10	f 3.10	f 4.03
3,414	s 6.15	s 10.45	s 9.52	5	49.2	D	WALNUT CREEK 4.4	9.6	7	s 7.02	s 2.50	s 3.56
1,215	s 6.23	s 10.59	s 10.02	8	53.6		HEMME 2.2	5.2	11	s 6.53	s 2.30	s 3.47
4,185	s 6.28	s 11.06	s 10.08	4	55.8	D	DANVILLE 1.6	3.0	6	s 6.48	s 2.20	s 3.42
1,409	f	f	f	3	57.4		OSAGE 1.4	1.4	4	f	f	f
6,784 T	6 35PM	11.15AM	10.15AM	2	58.8		**SAN RAMON**	0.0	4	6.40AM	2.05PM	3.35PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only				(19.7)			Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only
	(0.42)	(1.35)	(0.47)				Time over District			(0.48)	(2.05)	(0.45)
	28.14	12.44	24.62				Average speed per hour			24.62	9.57	26.27

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTES—No. 142 is superior to No. 143.

REGISTERING STATIONS:
Avon and San Ramon. (See page 24).

TRAINS WILL STOP AS FOLLOWS:
At Widbero all passenger trains on signal.

Eastward. Westward.

FROM SAN FRANCISCO—WESTERN DIVISION: San Jose Branch—TOWARD SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 113 September 1, 1907 STATIONS	Distance from San Jose	FIRST CLASS						THIRD CLASS
	280 San Jose Way Freight	98 San Jose Passenger	96 San Jose Passenger	94 San Jose Passenger	130 Santa Cruz Passenger	92 San Jose Passenger	90 San Jose Passenger					89 San Jose Passenger	91 San Jose Passenger	93 San Jose Passenger	129 Santa Cruz Passenger	95 San Jose Passenger	97 San Jose Passenger	279 San Jose Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		6.20PM	5.20PM	3.20PM		12.20PM	7.00AM	0.0	DN	**SAN FRANCISCO** 30.2	47.7	7.08AM	7.48AM	9.48AM		2.48PM	6.48PM	
20,426 WY	2.20PM	7.47PM	6.47PM	4.42PM	3.10PM	1.52PM	8.35AM	30.2	DN	**NILES** 3.5	17.5	s 5.37AM	s 6.20AM	s 8.22AM	s 10.00AM	s 1.05PM	s 5.05PM	7.15PM
5,364	2.45	s 7.53	s **6.54**	s **4.55**	s 3.17	s 2.00	s 8.41	33.7		IRVINGTON 3.6	14.0	s 5.30	s 6.11	s 8.15	9.52	s 12.57	s **4.55**	**6.54**
3,219	**3.25**	s 8.00	s 7.01	s 5.02	s **3.25**	s 2.07	s 8.48	37.3	D	WARM SPRINGS 4.4	10.4	s 5.23	s 6.04	s 8.08	9.46	s 12.50	s 4.49	6.30
4,879	3.45	s 8.08	s 7.07	s 5.08	s 3.33	s 2.16	s 8.57	41.7	D	MILPITAS 2.6	6.0	s 5.16	s 5.57	s 8.01	** 9.41	s 12.42	s 4.42	6.05
3,007	4.00	f 8.13	f 7.13	f 5.13	f 3.38	2.22	f 9.03	44.3		WAYNE 3.4	3.4	f 5.12	f 5.52	f 7.56	9.36	f 12.37	f 4.37	5.50
Term. Yard. WF TOI	**4.20PM**	8.20PM	7.20PM	**5.20PM**	3.45PM	2.30PM	9.10AM	47.7	DN	**SAN JOSE**	0.0	5.05AM	5.45AM	7.50AM	9.30AM	12.30PM	**4.30PM**	**5.30PM**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.00)	(0.33)	(0.33)	(0.38)	(0.35)	(0.38)	(0.35)			Time over District		(0.32)	(0.35)	(0.32)	(0.30)	(0.35)	(0.35)	(1.45)
	8.77	31.89	31.89	27.69	30.07	27.69	30.07			Average speed per hour		32.89	30.07	32.89	35.08	30.07	30.07	10.02

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE—No. 280 is superior to No. 279.
Trains must get clearance card before leaving San Jose.
No. 129 will take East "Y" at Niles and back up to station carefully.

REGISTERING STATIONS:
Niles and San Jose. (See page 24).

TRAINS WILL STOP AS FOLLOWS:
Nos. 89 and 98 will stop on signal Chisholm Crossing, one mile and half east of Niles.
**No. 129 stops Milpitas on Mondays only to let off passengers.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Merced and Milton Branches—TOWARD SAN FRANCISCO.

Westward.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco	Time Table No. 113 September 1, 1907			Distance from Merced	Minimum running time between stations for freight trains—minutes.	FIRST CLASS		THIRD CLASS
	306	152	154								151	153	305
	Passenger and Freight	* Passenger	Mixed								* Passenger	Mixed	Passenger and Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday				**STATIONS**				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
		9.00AM	9.00AM		0.0	DN	**SAN FRANCISCO** 91.9		163.9		4.08PM	7.28PM	
Interm. Yard. WFTY	7.45AM	**1.30PM**	**1.20PM**		91.9	DN	**STOCKTON** 5.8		72.0		11.45AM	3.45PM	4.00PM
506	8.02	1.42	f 1.32	12	97.7		CHARLESTON (Spur) 1.6		66.2	13	†11.31	f 3.31	3.43
772		f		4	99.3		WALTHALL (Spur) 2.3		64.6	4	f	f	
541	8.13	1.51	f 1.41	4	101.6		HOLDEN (Spur) 3.2		62.3	5	f 11.22	f 3.22	3.32
3,127 WY	8.25	s 1.58	s 1.48	6	104.8	D	**PETERS**		59.1	8	11.15	**3.12**	**3.15**
3,127			* 1.48		104.8	D	**PETERS** 5.7	Milton Branch	59.1			s 3.12	
759			f 2.03	14	110.5		WAVERLEY 5.8		64.8	20		f 2.57	
2,310 T			2.20PM	14	116.3	D	MILTON		70.6	22		Foot-Note 2.40PM	
3,127 WY	8.25	1.58			104.8	D	**PETERS** 4.4		59.1		s 11.15		Foot-Note 3.15
3,208	8.50	s 2.07		9	109.2	D	FARMINGTON 3.3		54.7	11	s 11.05		2.50
670		f		6	112.5		TRIGO (Spur) 2.6		51.4	9	f		
1,532	9.10	f **2.20**		5	115.1		COMETA 2.7		48.8	8	f 10.53		**2.20**
1,031		f		5	117.8		CLYDE (Spur) 3.8		46.1	7	f		
910		f		8	121.6		BURNETT (Spur) 1.8		42.3	10	f		
6,957 WT	**10.20**	2.40 2.45		3	123.4	D	OAKDALE Oakdale & W. Crossing 3.9		40.5	5	10.35 ***10.20**		1.30
2,808	10.32	f 2.53		6	127.3		CLARIBEL 6.7		36.6	9	f 10.00		12.50
5,437	10.50	s 3.03		9	133.4	D	WATERFORD 1.6		30.5	13	s 9.38		12.25
4,698	10.58	s 3.07		3	135.0		HICKMAN 5.8		28.9	4	s 9.30		12.15PM
7,857 WT	11.15AM	s 3.18		9	140.8	D	MONTPELLIER 6.2		23.1	13	s 9.15		11.55AM
4,051		f 3.31		9	147.0		RYER 2.8		16.9	14	f 8.58		
592		f 3.36		5	149.8		ARUNDEL 3.7		14.1	8	f 8.50		
5,571		f 3.44		5	153.5		AMSTERDAM 4.7		10.4	7	f 8.40		
620		f		7	158.2		NAIRN (Spur) 3.9		5.7	10	f		
I					162.1		A. T. & S. F. Crossing 1.8		1.8				
15,521 WFT		4.15PM		9	163.9	DN	**MERCED**		0.0	14	8.10AM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				(72.0)				Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.30) 13.97	(2.45) 28.80	(1.00) 24.40				Time over District Average speed per hour				(3.35) 21.14	(1.05) 22.24	(4.05) 11.97

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT-NOTES—No. 154 is superior to No. 153.
No. 306 is superior to No. 305.

Trains must get clearance card at Milton when an operator is on duty.

* Nos. 151 and 152 will handle freight between Montpellier and Merced.
No. 151 will wait until 11.00 a. m. for connection with Sierra Ry.

* No. 154 will wait at Peters for mail off No. 152.

FOOT-NOTE—On special order No. 305 will make trip Peters to Milton and do freight work. Whenever No. 153 cannot do so and leave Milton on or before 2.45 P. M., No. 153 will wire such advice promptly.

REGISTERING STATIONS:
Stockton, Peters, Milton, Oakdale, Montpellier and Merced. (See Page 24.)

WESTERN DIVISION: Branch Lines.

Eastward FROM SAN FRANCISCO—VALLEY SPRING BRANCH—TOWARD SAN FRANCISCO. Westward

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 113 September 1, 1907	Distance from Valley Spring	Minimum running time between stations for freight trains—minutes.	SECOND CLASS		THIRD CLASS
	312 Valley Spring Passenger and Freight	172 Passenger	174 Valley Spring Passenger							171 Passenger	173 Lodi Passenger	311 Lodi Passenger and Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only				STATIONS			Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday
		9.00AM			0.0	DN	**SAN FRANCISCO**	131.2		4.08PM		
3,261 W		1.05PM			106.8		**WOODBRIDGE** 2.5	29.4		12.50PM		
20,753 WTF	s 7.00AM	s 1.55	s 8.30AM	5	104.3	DN	**LODI** 7.4	26.9	7	12.35PM 11.20AM	s 4.25PM	s 5.10PM
2,850 W	s 7.25	s 2.10	s 8.44	13	111.7	P	LOCKEFORD 4.0	19.5	19	s 11.00	s 4.08	s 4.47
2,610	s 7.55	s 2.20	s 8.51	6	115.7	P	CLEMENTS 6.1	15.5	10	s 10.50	s 3.59	s 4.35
2,672	s 8.20	s 2.35	s 9.05	11	121.8	P	WALLACE 5.6	9.4	15	s 10.35	s 3.45	s 4.15
1,107	s 8.50	s 2.50	s 9.20	11	127.4		HELISMA 2.9	3.8	12	s 10.20	s 3.27	s 3.50
422	f **	f **	f **	6	130.3		NORVAL (Spur) 0.9	0.9	8	f **	f **	f **
3,016WT	9.30AM	3.10PM	9.45AM	2	131.2	P	**VALLEY SPRING**	0.0	2	10.00AM	3.15PM	3.30PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only				(29.4)			Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday
Time over District	(2.30)	(1.15)	(1.15)							(2.50)	(1.10)	(1.40)
Average speed per hour	10.72	29.70	21.44							10.38	22.97	16.08

FOOT-NOTES—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.
Trains will stop at cemetery between Lockeford and Lodi for funeral parties.

REGISTERING STATIONS: Lodi and Valley Spring. (See Page 24.)

Eastward FROM SAN FRAN.—AMADOR BRANCH—TOWARD SAN FRAN. Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 113 September 1, 1907	Distance from Ione	Minimum running time between stations for freight trains—minutes.	SECOND CLASS
	132 Ione Passenger and Freight							131 Ione Passenger and Freight
	Leave Daily				STATIONS			Arrive Daily
	9.00AM		0.0	DN	**SAN FRANCISCO**	139.8		4.08PM
8,276 WFT	2.15PM		112.7	DN	**GALT** 5.6	27.1		11.00AM
677	f	12	118.3		CONLEY (Spur) 3.3	21.5	17	f
1,171	f 2.37	7	121.6		CICERO 1.4	18.2	10	f 10.35
466	f	3	123.0		CLAY (Spur) 10.3	16.8	4	f
2,437	s 3.15	24	133.3		CARBONDALE 0.7	6.5	31	s 10.00
963	f		134.0		YARU (Spur) 2.2	5.8		f
425	f	6	136.2		CLARKSONA (Spur) 2.5	3.6	8	f
858	f		138.7		DAGON (Spur) 0.4	1.1	8	f
825	f		139.1		YOUNGLOVE (Spur) 0.7	0.7	1	f
4,407 WT	3.50PM	8	139.8	D	**IONE**	0.0	2	9.15AM
	Arrive Daily				(27.1)			Leave Daily
Time over District	(1.35)							(1.45)
Average speed per hour	17.18							15.54

REGISTERING STATIONS: Galt and Ione. (See Page 24.)

Eastward FROM SAN FRANCISCO—YOSEMITE BRANCH—TOWARD SAN FRANCISCO. Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco via Antioch		Time Table No. 113 September 1, 1907	Distance from Raymond	Minimum running time between stations for freight trains—minutes.	SECOND CLASS	
	156 Passenger and Freight	150 Yosemite Passenger							155 Passenger and Freight	149 Yosemite Passenger
	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily
	8.20AM	3.20PM		0.0		**SAN FRANCISCO**	198.4		4.48PM	8.48AM
13,964 WTF	2.35PM	4.45AM		177.5	DN	**BERENDA** 3.3	20.9		10.50AM	8.00PM
I				180.8		A. T. & S. F. Crossing 4.0	17.6			
1,040	f 2.53	f 5.02	15	184.8		TALBOT 4.1	13.6	15	f 10.22	f 7.44
8,482	f 3.07	f 5.12	8	188.9		DAULTON 2.9	9.5	8	f 10.00	f 7.35
300	f			191.8		JESBEL (Spur) 4.0	6.6		f	f
1,270				195.8		DAY (Spur) 0.2	2.6		f	f
1,039	f 3.30	f 5.45	21	196.0		HERBERT 1.3	2.4	21	f 9.27	f 7.13
20,000	f 3.40	f 5.50	4	197.3		KNOWLES (Spur) 1.1	1.1	4	f 9.20	f 7.08
2,846 WT	3.50PM	6.00AM	3	198.4	D	**RAYMOND**	0.0	3	9.00AM	7.00PM
	Arrive Daily	Arrive Daily				(20.9)			Leave Daily	Leave Daily
Time over District	(1.15)	(1.15)							(1.50)	(1.00)
Average speed per hour	16.80	16.80							11.45	21.00

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

Trains must get clearance card at Ione, Valley Spring and Raymond when an operator is on duty.

REGISTERING STATIONS:
Berenda and Raymond. (See Page 24.)

Eastward

FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—Calistoga Branch.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY							THIRD CLASS		SECOND CLASS						FIRST CLASS			Distance from San Francisco	Time Table No. 113 September 1, 1907	Minimum running time between stations for passenger trains—minutes.
	Steamer Trip From No. 24	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	260 Passenger and Freight	262 Calistoga Freight	76 Passenger	74 Passenger and Freight	164 Napa Passenger	402 Wingo Passenger and Freight	160 Vallejo Passenger	162 Passenger	64 Calistoga Passenger	66 Calistoga Passenger Via C.N.W. Ry.	62 Calistoga Passenger		STATIONS	
	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	7.00PM	5.40PM										10.20AM				4.00PM	3.30PM N. W. Pac. Ry. Ferry	7.40AM	0.0	DN **SAN FRANCISCO** DN 29.0	
	8.15PM	6.52PM										11.36AM				5.15PM		8.56AM	29.0	D **VALLEJO JUNC.** 2.0	Vallejo Ferry
	† 8.30	** 7.05	5.30PM	4.00PM	11.50AM	9.15AM	7.10AM					11.50AM				5.30PM		9.10AM	31.0	D **SOUTH VALLEJO** 1.6	
	8.40PM	7.20PM	5.45PM	4.10PM	12.01PM	9.25AM	7.20AM													**NORTH VALLEJO WHF.**	
28,047 WFT											3.45PM	s 11.50AM	8.15AM	7.40AM		s 5.35PM		s 9.17AM	31.0	D **SOUTH VALLEJO** 1.1	2
948											s 3.48	s 11.53	s 8.20	s 7.43		s 5.38		s 9.20	32.1	NORTH VALLEJO 3.3	4
1,494											f 3.57	f 11.59AM	f 8.28	f 7.50		f 5.45	From West Napa, Buchli and Wingo	f 9.27	35.4	FLOSDEN 2.9	4
12,064 YO									9.33AM	Foot-note 5.41PM	4.05 5.00	s 12.05PM	8.35AM	s 7.55AM	6.35AM	s 5.51		s 9.33	38.3	D **NAPA JUNCTION** 3.7	4
448									9.55	f 5.47	5.07	f 12.13			f 6.42	f 5.58		f 9.41	42.0	THOMPSON (Spur) 3.2	3
432												f							45.2	IMOLA (Spur) 1.3	2
7,491 W								2.55PM	10.25	5.57PM	5.15PM	12.25PM			6.51AM	s 6.10		s 9.53	46.5	D NAPA 2.3	9
2,394								3.15PM	10.35							s 6.15	5.25PM	s 10.00	48.8	**UNION** 2.4	
970									10.45							f 6.21	f 5.30	f 10.06	51.2	OAK KNOLL 1.5	
828									10.55							f 6.25	f 5.33	f 10.11	52.7	TRUBODY 2.3	
2,759 W								Via West Napa, Buchli and Wingo	11.10							s 6.30	s 5.37	s 10.17	55.0	D YOUNTVILLE 3.5	4
2,154									11.25							s 6.38	s 5.42	s 10.25	58.5	D OAKVILLE 1.9	2
1,757									11.33							s 6.43	s 5.46	s 10.30	60.4	D RUTHERFORD 1.8	4
1,596									11.40							f 6.47	f 5.49	f 10.33	62.2	ZINFANDEL 0.9	
528																			63.1	THOMANN (Spur) 0.3	
1,402									11 45AM							f 6.50	f 5.51	f 10.37	63.4	CRANE 1.0	
4,232									12.01PM							s 6.55	s 5.53	s 10.40	64.4	ST. HELENA 1.1	9
908									12.05							6.57	5.55	10.43	65.5	KRUG 0.8	
967									12.08							f 7.00	5.57	f 10.44	66.3	BARRO 2.2	
555 W																f		f	68.5	BALE (Spur) 0.8	
1,119									12.18							f 7.05	f 6.02	f 10.52	69.3	LARKMEAD 0.7	
847 W																f	f	f	70.0	MAPLE 2.7	
2,681 WT									12.30PM							7.12PM	6.10PM	11.00AM	72.7	D **CALISTOGA**	
	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.7)	
								(0.20)	(2.57)	(0.16)	(0.35)	(0.25)	(0.20)	(0.15)	(0.16)	(1.37)	(0.45)	(1.43)		....................Time over District	
								6.99	8.90	30.10	23.40	37.10	21.90	29.20	30.10	25.84	31.98	24.33		....................Average speed per hour	

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

☞FOOT-NOTES—No. 74 is superior to No. 75.
No. 262 is superior to No. 261.

SPECIAL NOTE—On Tuesdays and Saturdays, during hunting season, October 15 to February 15, inclusive, Train and Engine Crew of No. 76 will connect with No. 64 and receive special order to run "Extra" Napa Junction to Cordelia and return. On such days No. 64 will take No. 76's Napa passengers from Napa Junction.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

Trains must get clearance card at South Vallejo when operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 62, 64, 164 and 74 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 160, 60, 62, 64, 402, 74 and 164 on signal.
☞Nos. 162 and 76 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 74 Sunday will leave Cement Works 4:58 P. M.

STEAMER WILL STOP AS FOLLOWS:
** Stops at South Vallejo Saturday and Sunday only.
† Stops at South Vallejo Sunday only.

Minimum running time between stations for freight trains—minutes.	Time Table No. 113 September 1, 1907	Distance from Calistoga	FIRST CLASS			SECOND CLASS							THIRD CLASS		FERRY								
			61	**65**	**63**	**161**	**71**	**163**	**175**	**159**	**75**	**§73**	**259**	**261**	Steamer Trip For No. 61	Steamer Trip For No. 47	Steamer Trip	Steamer Trip For No. 63	Steamer Trip For No. 19	Steamer Trip Tie up	Steamer Trip For No. 24	Steamer Trip Tie up
			Calistoga Passenger	Calistoga Passenger via N. W. Pac. Ry. Fy.	Calistoga Passenger	Passenger	Napa Passenger and Freight	Vallejo Passenger and Freight	Vallejo Passenger	Vallejo Passenger	Passenger	Passenger	Passenger and Freight	Calistoga Freight								
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Sunday Only
	DN **SAN FRANCISCO** 29.0	72.7	9.28AM	10.25AM N. W. Pac. Ry. Ferry	6.08PM		11.28AM									11 28AM						
	D **VALLEJO JUNC.** 2.0 Vallejo Ferry	43.7	7.57AM		4.50PM											10.15AM			6.20PM		7.55PM	
	D **SOUTH VALLEJO** 1.6	41.7	7.45AM		4.38PM										7.35AM	s 10.00	12.10PM	4.25PM		7.30PM	7.45	8.50PM
	NORTH VALLEJO WHF.														7.25AM	9.50AM	12.01PM	4.15PM	5.55PM	7.20PM	7.35PM	8.40PM
	D **SOUTH VALLEJO** 1.1	41.7	s **7.40AM**		s 4.30PM		s 9.55AM	3.08PM	3.08PM	**5.30PM**		6.10PM										
4	NORTH VALLEJO 3.3	40.6	s 7.37		s 4.27		s 9.50	s 3.03	s 3.03	5.27		s 6.05										
8	FLOSDEN 2.9	37.3	f 7.30		f 4.20		f 9.41	f 2.53	f 2.53	5.18		f 5.58										
8	D **NAPA JUNCTION** 3.7	34.4	s 7.25	To West Napa, Buchli and Wingo	s **4.15**	6.15AM	s 9.33	** 2.45 1.25	s 2.45	5.15PM	**5.31PM**	**5.51PM**	From West Napa, Wingo and Buchli	4.35PM								
8	THOMPSON (Spur) 3.2	30.7	f 7.16		4.02		9.17	f 1.17	f 2.37		5.23											
6	IMOLA (Spur) 1.3	27.5																				
3	D NAPA 2.3	26.2	s 7.10		s **3.52**	6.00AM	9.10AM	1.10PM	2.30PM		**5.16PM**		11.10AM	**3.52**								
	UNION 2.4	23.9	s 7.03	s 8.32AM	s 3.45								10.55AM	**3.15**								
18	OAK KNOLL 1.5	21.5	f 6.59	f 8.27	f 3.40									2.53								
	TRUBODY 2.3	20.0	f 6.57	f 8.24	f 3.36									2.45								
	D YOUNTVILLE 3.5	17.7	s 6.52	s 8.20	s 3.30									2.33								
7	D OAKVILLE 1.9	14.2	s 6.46	s 8.14	s 3.21									2.15								
4	D RUTHERFORD 1.8	12.3	s 6.42	s 8.11	s 3.16									2.05								
	ZINFANDEL 0.9	10.5	f 6.38	f 8.08	f 3.12									1.55								
8	THOMANN (Spur) 0.3	9.6																				
	CRANE 1.0	9.3	f 6.36	8.06	f 3.10									1.49								
	ST. HELENA 1.1	8.3	s 6.35	s 8.05	s 3.09									1.43								
	KRUG 0.8	7.2	6.32	8.02	3.04									1.26								
	BARRO 2.2	6.4	f 6.31	8.01	f 3.03									1.22								
18	BALE (Spur) 0.8	4.2	f		f																	
	LARKMEAD 0.7	3.4	f 6.26	f 7.56	f 2.56									1.12								
	MAPLE 2.7	2.7	f	f	f																	
	D **CALISTOGA**	0.0	6.20AM	7.50AM	2.50PM									1.00PM								
	(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Sunday Only
	Time over District		(1.20)	(0.42)	(1.35)	(0.15)	(0.35)	(1.58)	(0.38)	(0.18)	(0.15)	(0.19)	(0.10)	(3.25)								
	Average speed per hour		31.33	34.27	26.39	32.64	8.20	24.38	24.38	24.33	32.64	23.05	13.86	9.62								

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT-NOTES—No. 74 is superior to No. 75.
No. 262 is superior to No. 261.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

Trains must get clearance card at Calistoga when an operator is on duty.

REGISTERING STATIONS:
South Vallejo, Napa Junction, Napa, Union, Calistoga (See page 24.)

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 61, 63, 163 and 175 on signal
At Middleton, Nos. 61 and 63 on signal.
At Orphans' Home, Nos. 61, 63, 71, 159, 73, 163 and 175 on signal.
Nos. 161, 75 will run to Cement Works at Napa Junction.
§ No. 73—no San Francisco connection.
** No. 163, on special order, will make trip to Creston and return.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION : Branch Lines—TOWARD SAN FRANCISCO. Westward.

SUISUN BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS				Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Vallejo	Time Table No. 113 September 1, 1907	Distance from Suisun	Minimum running time between stations for freight trains—minutes	SECOND CLASS					THIRD CLASS			
		296	264		170	160	168						167	159	169			263	295		
		* Santa Rosa Freight	Calistoga Freight		Santa Rosa Passenger	Vallejo Passenger	Santa Rosa Passenger			STATIONS			Santa Rosa Passenger	Vallejo Passenger	Santa Rosa Passenger			Calistoga Freight	Santa Rosa Freight		
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
28,047						7.40AM			31.0	**SOUTH VALLEJO** 7.3	20.1			5.30PM							
12,064 YO		**5.55PM**	**5.42PM**		4.17PM	7.55AM	7.30AM	15	38.3	D **NAPA JUNCTION** 3.7	12.8	10	9.20AM	5.15PM	**5.42PM**			8.40AM	10.10AM		
4,613 W		6.35	6.00		f 4.27	* **8.12**	f 7.40		42.0	CRESTON 3.8	9.1		f 9.08	5.07	f 5.30			**8.12**	9.50		
5,820		6.55	6.17		s 4.38	s 8.20	s **7.53**		45.8	D CORDELIA 1.4	5.3		s 8.53	s 4.57	s 5.18			**7.53**	9.12		
9,907					f	*	f	10	47.2	THOMASSON (Spur) 1.7	3.9	15	f		f						
906		7.05	6.30		**4.50**	8.25	7.59		48.9	SUBEET 2.2	2.2		8.46	**4.50**	5.10			7.35	8.59		
32,028 WFTYO		7.30PM	6.45PM		4.55PM	**8.30AM**	8.05AM		51.1	DN **SUISUN**	0.0		**8.40AM**	4.45PM	5.05PM			7.25AM	**8.50AM**		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily			(12.8)			Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
		(1.35)	(1.03)		(0.38)	(0.35)	(0.35)			Time over District			(0.40)	(0.30)	(0.37)			(1.15)	(1.20)		
		8.08	12.09		20.21	21.94	21.94			Average speed per hour			16.70	25.60	20.76			10.24	9.60		

* No. 296 will carry passengers.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT NOTES—No. 168 is superior to 167.
No. 170 is superior to 169.

NOTE—Special Foot-note Page 20.

REGISTERING STATIONS:
Suisun and Napa Junction. (See Page 24.)

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION : Union, Buchli and Wingo Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS				Minimum running time between stations for passenger trains—min.	Distance from San Francisco	Time Table No. 113 September 1, 1907	Distance from Union.	Minimum running time between stations for freight trains—minutes	FIRST CLASS				SECOND CLASS				
			404			66								65			403				
			Passenger and Freight			Calistoga Passenger via N. W. Pac. Ry.				STATIONS				Calistoga Passenger via N. W. Pac. Ry.			Passenger and Freight				
			Leave Daily			Leave Daily								Arrive Daily			Arrive Daily				
						3.30PM Via NWP Ferry				**SAN FRANCISCO**				10.25AM Via NWP Ferry							
			10.05AM			5.01PM			36.2	**WINGO** 5.5	14.1			9.00AM			4.15PM				
813			10.25AM			5.11PM		10	41.7	**BUCHLI** 3.2	8.6	20		f 8.50AM			s 4.02PM				
1,223			s 10.32			f 5.14			44.9	STANLEY 3.4	5.4			f 8.46			s 3.56				
4,870 WTF			s 10.45			s 5.20			48.3	D WEST NAPA 2.0	2.0			s 8.40			s 3.50				
2,394			s 10.50AM			s 5.25PM			50.3	**UNION**	0 0			8.33AM			* 3.45PM				
			Arrive Daily			Arrive Daily				(14.1)				Leave Daily			Leave Daily				
			(0.45)			(0.24)				Time over District				(0.27)			(0.30)				
			18.80			35.25				Average speed per hour				31.33			28.20				

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

NOTE—See page 23, Santa Rosa Branch, for movement of trains Buchli to Wingo.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa lines. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

REGISTERING STATIONS:
Union and Wingo. (See Page 24.)

* Wait 10 minutes for connection with No. 63.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS		FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 113 September 1, 1907 STATIONS	Distance from Santa Rosa.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS		THIRD CLASS
	294	406	402	70	68	166							67	69	165	401	405	293
	Santa Rosa Freight	Passenger and Freight	Passenger and Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.							Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight	Santa Rosa Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
				4.00PM	7.40AM			0.0		**SAN FRANCISCO**	75.0		9.28AM	6.08PM				
12,064 YO	10.30AM		9.15AM	5.51PM	9.35AM		8	38.3	D	**NAPA JUNCTION** 4.9	36.7	11	7.21AM	4.10PM			5.15PM	5.00PM
813	10.58	From Union and West Napa	f 9.28	f 6.05	f 9.48	From Union and West Napa		43.2	D	**BUCHLI**	31.8	5	7.08	3.52	To West Napa and Union	To West Napa and Union	**4.52**	**4.40**
813	10.58	**4.02PM**	9.28	6.05	9.48	8.50AM		43.2	D	Automatic Block. **BUCHLI** 2.2	31.8		f 7.08	f **3.52**	5.11PM	f 10.25AM	f **4.52**	**4.40**
721	11.07	f 4.06	f 9.32	f 6.10	f 9.52	8.53	4	45.4		MERAZO 1.3	29.6	8	f 7.03	f 3.47	5.07	f 10.18	f 4.44	4.34
No Siding	11.13	4.09	9.36	6.14	9.55	8.55		46.7		**RAMAL**	28.3		7.00	3.44	5.05	10.15	**4.40**	**4.30**
No Siding		4.09	9.36			8.55	3	46.7		**RAMAL** (No Siding) 2.0	28.3	4			5.05	10.15	4.40	
Siding on N.W.P. Ry		** 4.15PM	9.45AM			9.00AM		48.7		**WINGO**	30.3				5.01PM	*10.05AM	4.30PM	
No Siding	11.13			6.14	9.55		5	46.7		**RAMAL** (No Siding) 3.5	28.3	7	7.00	3.44				4.30
2,475	11.35			f 6.22	f 10.03		5	50.2	D	N. W. Pac. Ry. Crossing SHELLVILLE 3.1	24.8	7	f 6.52	f 3 37				4 15
310							2	53.3		SNYDER (Spur) 1.4	21.7	3						
2,349 W	11.50AM			s 6.33	s 10.15		3	54.7	D	EL VERANO 1.7	20.3		s 6.44	s 3.27				3.55
606				f	f		1	56.4		AGUA CALIENTE (Spur) 0.9	18.6		f	f				
369				f	f		1	57.3		SOBRE VISTA (Spur) 0.5	17.7	5	f	f				
892	12.02PM			f 6.41	f 10.23		1	57.8		N. W. Pac. Ry. Crossing YULUPA 0.7	17.2	4	f 6.39	f 3 20				3.42
508	12.06			f 6.44	f 10.28		3	58.5		GELSTON 1.5	16.5		f 6.36	f 3.17				3.35
898	12.17			s 6.46	s 10.30		1	60.0		GLEN ELLEN 0.6	15.0	5	s 6.34	s 3.15				3.30
499	12.19			f 6.47	f 10.31		3	60.6		WARFIELD 1.4	14.4		f 6.32	f 3.14				3.28
495	12.23			f 6.51	f 10.35		3	62.0		BELTANE 1.6	13.0	6	f 6.29	f 3.10				3.22
505	12.28			f 6.54	f 10.38		1	63.6		WILDWOOD 0.8	11.6		f 6.24	f 3.06				3.16
2,497	12.40			s 6.56	s 10.40		2	64.4	D	KENWOOD 1.4	10.6	9	s 6.23	s **3.04**				**3.04**
561				f	f		1	65.8		LAWNDALE (Spur) 0.7	9.2		f					
480	12.47			f 7.01	f 10.46		2	66.5		LOS GUILICOS 1.3	8.5		f 6.17	f 2.59				2.40
1,290	12.52			f 7.04	f 10.50			67.8		ANNADEL 1.6	7.2	6	f 6.14	f 2.57				2.35
620				*	*		5	69.4		OLESON (Spur) 0.9	5.6		*	*				
1,078	1.00			f 7.10	f 10.55		3	70.3		MELITTA 1.9	4.7		f 6.09	f 2.50				2.20
992							5	72.2		BAKU (Spur) 2.8	2.8	14						
5,408 WT	1.15PM			7.20PM	11.05AM			75.0	D	**SANTA ROSA**	0.0		6.00AM	2.40PM				2.00PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				36.7			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.45)	(0.13)	(0.30)	(1.29)	(1.30)	(0.10)				Time over District			(1.21)	(1.30)	(0.10)	(0.20)	(0.45)	(3.00)
	13.34	26.38	21.00	24.74	24.46	33.30				Average speed per hour			27.18	24.46	33.30	16.00	8.61	12.23

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT NOTE.—No. 294 is superior to No. 293.
No. 402 is superior to No. 401.
No. 406 is superior to No. 405.

Trains switching or using siding at Wingo on N. W. Pac. Railway must carefully observe Rule 99, also be governed by current Time Table N. W. Pac. Railway, and carefully note Special Rules Page 27, covering movements at Wingo.

NOTE—Between Ramal and Buchli Automatic Signals are in operation. See Special Rule, page 27, Santa Rosa and Napa Junction.

Trains must get clearance card at Santa Rosa when an Operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
Tule Vista Nos. 67, 68, 69 and 70 during hunting season on signal.
At Felice—Nos. 67, 68, 69 and 70 on signal.

* Connect with N. W. Pac. Ry. 208.
** Connect with No. 209 N. W Pac. Railway; No. 209 will not wait for No. 406 if late.

REGISTERING STATIONS:
Santa Rosa and Napa Junction. (See page 24.)

Eastward. FROM SAN FRAN.—CLEAR LAKE BRANCH—TOWARD SAN FRAN. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		Time Table No. 113 September 1, 1907	Distance from San Francisco	Minimum running time between stations for freight trains—minutes.	FIRST CALSS		
	80 Winters Passenger	78 Rumsey Passenger and Freight							79 Winters Passenger	77 Rumsey Passenger and Freight	
	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	
	3.00PM	7.00AM		0.0		**SAN FRANCISCO** 60.5	111.6		10.48AM	8.28PM	
12,978 WYF	6.00PM	9.52AM		60.5	DN	**ELMIRA** 4.3	51.1		7.50AM	5.05PM	
8,256	s 6.10	s 10.02	5	64.8	D	VACAVILLE 1.9	46.8	11	s 7.40	s 4.50	
680	f	f	2	66.7		VIOLET (Spur) 2.9	44.9	5	f	f	
1,495	f	f	3	69.6		HARTLEY 1.8	42.0	7	f	f	
778	f	f	3	71.4		ALLENDALE (Spur) 3.7	40.2	5	f	f	
1,298	f 6.30	f 10.30	5	75.7		WOLFSKILL 2.0	36.5	9	f 7.15	f 3.35	
6,061 WT	6.35PM	s 10.40	2	77.1	D	WINTERS 4.3	34.5	6	7.10AM	s 3.30	
1,150		f 10.53	6	81.4		ELY 3.3	30.2	11		f 3.10	
1,211		f 11.02	4	84.7		CITRONA 3.2	26.9	8		f 2.55	
3,432		s 11.10	4	87.9		MADISON 3.1	23.7	9		s 2.40	
6,627 WT		s 11.18	4	91.0	D	ESPARTO 1.9	20.6	10		s 2.20	
3,055			3	92.9		CORFU (Spur) 0.6	18.7	6			
1,297		f 11.25	1	93.5		CAPAY 4.2	18.1	3		f 2.07	
1,309		f 11.36	7	97.7		CADANASSA 4.1	13.9	14		f 1.52	
1,314		f 11.48	7	101.8		TANCRED 2.6	9.8	14		f 1.34	
1,304		f 11.55AM	4	104.4		SURREY 1.0	7.2	8		f 1.26	
557		f 12.02PM	3	105.4		AMARANTH 1.3	6.2	3		f 1.22	
1,329		s 12.08		106.7	D	GUINDA 0.6	4.9	4		s 1.18	
616		s 12.13	1	107.3		SAUTERNE 1.7	4.3	2		f 1.12	
1,319		f 12.18	3	109.0		CASHMERE 2.6	2.6	6		f 1.07	
3,080 WT		12.25PM	4	111.6		**RUMSEY**	0.0	10		1.00PM	
	Arrive Daily	Arrive Daily				(51.1)			Leave Daily	Leave Daily	
	(0.35)	(2.33)				Time over District			(0.40)	(4.05)	
	28.45	20.04				Average speed per hour			24.90	12.49	

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE.—No. 78 is superior to No. 77.

REGISTERING STATIONS :
Elmira, Winters and Rumsey. (See page 24.)

WESTERN DIVISION

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's Office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

BULLETIN BOARDS.

Oakland Pier.
West Oakland.
Port Costa.
Vallejo.
Napa—Suisun.
Elmira.
Davis.
Sacramento.—Brighton.
Galt.
Lodi.
Stockton.
Tracy.
Mendota.
Raymond.
Fresno.
San Jose—Santa Clara.

REGISTERING.

Registering stations for each district are shown at bottom of each page.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but will throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. *Exception*—Rule 83 and D 83 must be observed when moving from double track to single track, unless prior register check shows all superior trains have passed, or if fail to properly identify superior trains on double track, stop at Register station end double track for positive check on such trains. Conductors and operators will comply with Rule 96 at registeringstations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are of the same or inferior class to the train taking down signals.

Enginemen, before leaving any registering station, except as above provided, will require from the Conductor a check on proper blank showing the numbers of all superior trains, if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

TELEGRAPHONE INTERMEDIATE STATIONS.

"Telegraphone Intermediate Stations'' to be used in accordance with Western Division Circular No. 812, Nov. 23, 1905, and instructions from General Superintendent.

Train and Engine men should use this apparatus in case of accident or great delay reporting promptly any failures.

Oakland Pier.—Dispatcher's office.
Vallejo Junction.
Port Costa.
Avon.
Tracy.
Mendota.
Niles.
San Jose.
Lathrop.
Stockton.
Lodi.
Galt.
Sacramento.
Benicia.
Suisun.
Elmira.
Napa Junction.
Santa Rosa.
Calistoga.
Merced.

At Fruitvale and West Berkeley "Telegraphones'' have been installed for suburban trains only.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule or on left hand margin of page indicate:

s—regular stop.
f—flag stop to receive or discharge passengers or freight.
*—stop only to leave passengers.
†—stop on signal to receive passengers.
¶—stop for meals.
l—leave.
a—arrive.
DN—day and night telegraph office.
D—day telegraph office.
N—night telegraph office.
P—telephone.
I—Interlocking Plant
W—water station.
F—fuel station.
T—turn table.
Y—wye
O—track scales.

Other signs are explained at foot of page on which they appear.

NOTE.—West-bound overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at terminals or junctions, will stop to leave such passengers.

SPECIAL RULES.

Extra trains may pass or run ahead of third (3d) class trains without receiving an order to do so.

Rule 99, Pages 27 and 28, New Edition Book Rules, must be strictly observed.

Automatic Block Signals in service are indicated on each page to left of station names, also installation of such signals in progress on various parts of division. Such signals will be considered in operation when signal blades are applied and lights are burning at night. See Rules 501 to 517, inclusive, pages 101 to 103, and be governed accordingly. Trainmen and Enginemen must use EXTREME CARE in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains. The side track end of ALL LINK SWITCHES at all stations, especially Davis, Elmira and Suisun, after using must be left lined up for SIDING. If left set for main line, signals will stand at danger.

Referring to Rule 504, Page 101, Standard Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman, under conditions outlined in said rule. ON DOUBLE TRACK, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

NOTE.—EAST-BOUND train, with a "meet" on double track between Army Point and Arsenal, must stand WEST of signal No. 352 until West-bound trains have passed signal No. 355, near junction switch, to avoid holding Intermediate Signa against West-bound trains.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, pages 27 and 28.

"Referring to Rule 302 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for passenger trains."

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for freight trains."

Noting RULE D 153, PAGE 31. "Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged." When on the OPPOSITE TRACK FARTHEST from the station must only pass a train at very slow speed. Engineers must have train under control, reducing speed far enough back so as to avoid a stop when they see that another train is about to take the station. Trains which DO NOT stop at the station should be given preference. In case of two trains, both of which are scheduled to stop, WEST-BOUND TRAIN to have preference.

(A). SUBURBAN TRAINS will have preference over all others at Oakland (16th St.) and at stations between Oakland Pier and Fruitvale. This rule must be strictly observed. WEST-BOUND main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there. Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at any station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train. Come to a full stop if necessary. SUBURBAN TRAINS must not enter stations Oakland (16th St.), Oakland (1st St.), or Fruitvale, when MAIN LINE TRAINS are receiving or discharging passengers, except when locomotive is preceded by flagmen and then with great caution.

Road Engines when moving from Roundhouse to train, or from Train to Roundhouse, a red light must be displayed on the rear end of tank over center of track in addition to white light.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

TOWER No. 1.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 anp No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2, and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding. Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 3, page 82.)

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

TOWER No. 2.—Easterly or Shore End of Oakland Pier (Mole).

TOWER No. 3.—Crossing 14th St. Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of Tower No. 3 on 1st Street and governs west-bound trains: Top arm governs west on main-line to present signal near Tower 3; lower arm governs through new cross-over link and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the 14th Street Line with the old Alameda Line. Top arm governs west-bound trains through the cross-over link and into Broadway (1st Street); lower arm governs over 1st Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of 14th Street and Alameda Line; lower arm governs through new "Y" and out on east-bound main-line on 1st Street.

TOWER No. 4.—Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing 14th St. Line, 7th and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham Streets. West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one-arm "home" signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

TOWER No. 9.—East Oakland on 1st and 7th Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. East-bound main-line signal is located about 400 feet west of cross-over link.

East-bound Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

West-bound trains are governed by two-arm signal located about 400 feet east of cross-over link—upper arm for main line; lower arm for 7th Street Line.

TOWER No. 10.—At Fruitvale.

West-bound main-line trains approaching this tower will be controlled by one arm high signal on cantilever pole and in addition, by one-arm high signal west of tower.

West-bound 7th Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one arm high signal west of tower, and also by one-arm high signal located at junction point of main line west bound and local tracks.

West-bound Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station.

East-bound trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to 7th Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out east-bound main line, bottom arm controlling movement to Alameda Park Street Line.

East-bound 7th Street Local after making stop at Fruitvale Station must receive signal located on left-hand side before proceeding.

Other train movements at this tower will be controlled by dwarf signals of the usual type.

TOWER No. 11.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.

Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

TOWER No. 12.—Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on west-bound track through Junction Switch.

TOWER No. 13.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWER No. 14.—Crossing A. T. & S. F. Ry., 1.8 miles west Merced (Oakdale Branch).

TOWER No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.4 miles east of Berenda.

COAST DIVISION TOWER.—San Jose; Junction of Western Division Niles Line and Coast Division.

COAST DIVISION TOWER.—SANTA CLARA.—Junction of Western Division, S. P. C. Branch and Coast Division.

SACRAMENTO DIVISION TOWER—ELVAS.—Junction Western Division and Sacramento Division.

All signals in Interlocking System govern tracks in accordance Standard Rules 602 to 672, pages 104 to 110 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towerman.

DRAW-BRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough, speed must not exceed 15 miles per hour crossing above bridges.

SACRAMENTO, west end Sacramento River Bridge, east-bound trains must not exceed six miles per hour full length of train.

If signals are clear proceed not exceeding speed above. If at Danger come to full stop, sending flagman ahead and be governed by Rule 663, page 109.

SAN FRANCISCO AND PORT COSTA.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 16, to the switchtenders.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

SAN FRANCISCO AND PORT COSTA—(Continued).

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

Double track extends from 16th Street, Oakland, to Port Costa. All trains will take the right-hand track (the two tracks next the Bay for trains of this Time Table.)

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be goverened accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

"Freight Trains will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without semaphores, orders on Form 19 to be issued at such stations when desirable.

Also see Rules D 85, page 24, and D 97, page 27.

Automatic signal for east-bound trains has been installed at Port Costa. This signal is located about 600 feet west of the Flag Tower on the westerly side of the Port Costa Yard.

This signal controls the east-bound track to a point near the water column east of Port Costa Station.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line. Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as double track main line.

All trains will take the right-hand track.

At Benicia, trains will be governed by special regulations issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for the right-hand or west-bound track, and if used must be restored to such position.

Between hours 8.20 A. M. and 10.30 P. M. Switchtender at Arsenal will open and close switch for all EAST BOUND passenger trains when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must he handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

Speed of trains through Broderick, west Sacramento Bridge, must not exceed 8 miles per hour.

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton line.

Cross over switch between Junction switch and Fresno main line, Lathrop, must be lined up to passing track; all trains from Fresno must come to full stop before passing switch.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

RAYMOND AND FRESNO.

By ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

SAN FRANCISCO AND TRACY.

Double track extends from Oakland Pier to Elmhurst via First Street. ALL TRAINS WILL TAKE THE RIGHT-HAND TRACK. Suburban trains of Alameda line will use main line double track between Oakland Pier and Fruitvale. Suburban trains on the Seventh Street line will also use main line double track with "current of traffic" between EAST OAKLAND and Fruitvale.

The east end of double track (Elmhurst) being east switch of link west of Junction Switch for South Pacific Coast main line trains.

The Junction Switch will stand normally for east-bound trains, Oakland to Niles line.

Unless switchtender is on duty and proper signal received, after calling for switch, trains to or from South Pacific Coast line and west-bound Niles to Oakland, must open and close junction switch.

The west link switch in west-bound main-line leading to junction switch will be set for west-bound trains.

The third track between Fruitvale and Melrose will be used by Seventh Street local suburban trains and switching trains as occasion may require.

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of time table and train order rights, except that freight and extra trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, — — ——— — as a signal to towermen—Fruitvale. Alameda line suburban trains will give one short, one long and one short blast of the whistle, thus, — ——— —, as a signal to towermen. Main line trains via Niles will observe Rule 14, page 16; Rule 98, page 27, when necessary.

Day and night telegraph office and register at Elmhurst. All west-bound trains from Niles and all S. P. C. Ry. will register or leave registering ticket, Form 2588, for operator to register. See Page 24.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Should east-bound trains leave Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by interlocked semaphore signals controlled from tower near Third Street.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger, passing signals to engineer, setting hand brakes, etc.

TRACY, STOCKTON, LODI AND SACRAMENTO.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossing must not, in any case, exceed twelve (12) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

Cross over switch between Junction switch and Fresno main line, Lathrop, must be lined up to passing track; all trains from Fresno must come to full stop before passing switch.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the **'Yard Limits"** at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

The " LONG SIDING " extending from SOUTH STREET, STOCKTON, to EL PINAL may be used as second track for main-line train movement under special orders.

Between Asylum Switch and South Street yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Spring line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switch-tender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Trains must run carefully passing Buffalo Brewery, Sacramento Yard, or other points where switch engines are liable to be working and reduce speed to 5 miles per hour between 10th and R Streets to depot.

On the double track between Sacramento and Elvas all trains must use the right-hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at " Proceed " the switches are set for Main track to Sacramento. When lower arm stands at " Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains to or from Brighton, will sound two long and three short blasts of the whistle, thus, ——— ——— — — —, as signal for the Towerman to set the switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 504, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 919 governing west-bound main line near Twenty-first Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

See current Sacramento Division Time Table for further instructions.

Towerman Elvas, will keep register for information Western Division trains.

Junction switch at Brighton west of the depot must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than four (4) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

On freight trains over Creston Hill, between Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger, passing signals to engineer, setting hand brakes, etc.

SPECIAL RULES—Continued.

NAPA JUNCTION, SANTA ROSA AND WINGO.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table rights. A freight train, however, must not enter a clear block if a passenger train is so nearly due at opposite end of block that the freight train cannot clear the time of the passenger train five (5) minutes; but after such passenger train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the West Napa-Wingo line. Signals will stand normally at "clear" for West Napa-Wingo branch trains and at "danger" for Santa Rosa-Napa Junction branch trains.

Before entering the automatic block limits, Santa Rosa-Napa Junction branch trains must set junction switch for Santa-Rosa Napa Junction line, which, if no train is occupying the block, will cause signal to assume the "clear" position, after which such train may proceed.

A train of either line finding signal at entrance to block at "danger" and not changing to "clear," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 504.

In all other respects train and enginemen will be governed by Automatic Block System Rules Nos. 501 to 517 inclusive, current Book of Rules.

WINGO.

Switch at Wingo will be set normally for N. W. Pac. line. Enginemen on Southern Pacific trains approaching junction at Wingo will blow two long and three short blasts of the whistle, thus, ——— ——— — — -- as call to switch-tender to set switch for Southern Pacific line. Switch-tender on duty only during the day time. At night, train crews will throw the switch.

Southern Pacific swing train will make transfer to N. W. Pac. Ry. trains at Wingo, transfer to be made at junction switch, necessitating train occupying Cal. N. W. main line. When baggage and passengers are transferred, train will back up to clear N. W. Pac. main line.

Transfer of freight cars between Southern Pacific and N. W. Pac. Ry. will be made at Wingo siding, about 800 feet west of junction switch. Southern Pacific swing train should not occupy N. W. Pac. main line for switching freight cars until after connecting passenger trains have passed and must be fully protected while occupying N. W. Pac tracks.

All N. W. Pac. Ry. and Southern Pacific passenger trains will approach junction switch at Wingo under full control, expecting to find main line occupied. Eastbound freight trains on N. W. P. should approach west end of Wingo siding under full control, expecting to find Southern Pacific train switching at that point.

Drawbridge located across Steamboat Slough, about 1000 feet east of Wingo junction switch. All trains will be governed by current rules before passing bridge. Train register has been placed at Wingo Junction and Union. All trains must register at these stations.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

Trains crossing on Steamer SOLANO between Port Costa and Benicia will be governed by the following regulations :

FREIGHT TRAINS.

Head brakemen must ride first cut (engine section) in on boat, riding on first car and setting brakes, after which he will return and ride head end of second and third cuts, and set brakes.

The rear brakeman must ride head end of last cut (caboose cut), then return and set all brakes on rear ends of cuts.

Three deckhands will set brakes on all cuts in between the two brakemen.

On arrival at other side, head brakeman must release all brakes on first cut and ride it off the boat.

Rear brakeman must release all brakes on second cut and ride it off the boat.

The deckhands will release the brakes on the remainder two (rear) cuts.

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut on the boat and set brakes.

Rear brakeman must ride head end of second cut on boat and set the brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deckhands must set the brakes in the middle cuts, the same as when handling freight trains.

In unloading the same programme should be followed as in handling freight trains.

Passenger trains while on the Steamer must keep vestibule doors and traps open. The traps and doors must be opened as soon as the train comes to a standstill on the boat. Passengers must be cautioned not to lean out of the vestibule doors, as there is danger of being struck by iron rods or bars of steamer.

Locomotives standing at end of apron awaiting transfer on Steamer must arrange to cover headlights whenever reflection from same would be directly over apron into slip.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. V. P. Brown	San Francisco, Cal	S. P. Emergency Hospital.
Dr. J. J. Meigs, Consulting Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J. P. Dunn, Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
J. I. Vickerson, Assistant Surgeon		
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. E. M. Keys	Alameda, Cal	Alameda Mole and Newark.
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. W. Lucas, Emergency Surgeon	Richmond, Cal	Richmond.
Dr. H. E. Morrison	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. C. A. Lutz	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. I. Beattie	Santa Clara	Lawrence, Newark and San Jose.
Dr. D. A. Beattie	San Jose, Cal	Between Milpitas, Santa Clara and San Jose.
Dr. J. U. Hall, Consulting and Emerg'y Surg	San Jose, Cal	
Dr. W. H. Emerson, Emergency Surgeon	Centerville	
Dr. R. J. Smith, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Martinez.
Dr. Frank Rattan	Martinez, Cal	Between Port Costa and Cornwall.
Dr. W. S. George	Antioch, Cal	Between Cornwall and Byron.
Dr. Frank S. Cook, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. C. Mathewson, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun, Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer	Vacaville, Cal	Between Elmira and Allendale.
Dr. E. K. Caldwell	Winters, Cal	Between Allendale and Rumsey.
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E. Bates	Davis, Cal	Between Tremont, Merritt and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Florin.
Dr. G. L. Stevenson	Sacramento, Cal	Between Webster, Sacramento and Florin.
Dr. W. E. Brigs, Oculist and Aurist	Sacramento, Cal	
Dr. F. W. Harms	Galt, Cal	Between Arno, Acampo and Cicero.
Dr. H. Beattie	Elk Gorve, Cal	Between Florin and Arno.
Dr. A. L. Adams	Ione, Cal	Between Cicero and Ione.
Dr. W. W. Fitzgerald	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton, Cal	Between Castle, Lathrop and Peters
Dr. F. W. Colman	Lodi, Cal	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley	Milton, Cal	Between Peters and Milton.
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Claribel.
Dr. R. J. Schmeidel, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth	Waterford, Cal	Between Claribel and Montpellier.
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. H. V. Monnett, Emergency Surgeon	Turlock, Cal	
Dr. C. H. Castle	Merced, Cal	Between Livingston, Minturn and Montpelier.
Dr. C. W. Reid	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp	Raymond, Cal	Between Berenda and Raymond.
Dr. O. B. Doyle	Fresno, Cal	Between Borden and Fresno.

HOSPITALS: General Hospital—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal. Division Hospitals—Oakland Central Hospital, Oakland, Cal., St. Francis Hospital, San Francisco, Cal. Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

Revised, Jan. 17, 1907.

CLASS "C" Consolidation Engines "T" Ten-Wheelers "M" Moguls "A" Atlantic Type "P" Pacific Type "S" Switch "E" Eight-Wheelers "TW" Twelve-Wheelers	ENGINE NUMBERS	Boiler Pressure	* BENICIA TO SACRAMENTO	BETWEEN † OAKLAND AND MENDOTA (via Martinez)		BETWEEN TRACY AND SACRAMENTO	TRACY TO NILES	NILES TO TRACY	OAKLAND TO SAN JOSE	SAN JOSE TO OAKLAND	BETWEEN LATHROP AND FRESNO	**NAPA JUNCTION TO SUISUN	**SUISUN TO NAPA JUNCTION
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—57 16/24 34	1487	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57 16/24 39	1492	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 16/24 39	1495, 1366	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 17/24 40	1522	140	1340	1360	1790	1340	460	500	990	1095	1415	404	300
E—63 16/24 48	1490, 1499	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63 16/24 39	1517	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 49	1519, 1520, 1521	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63 17/24 40	1488	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 40	1515, 1523	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63 17/24 43	1512, 1524, 1325	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57 17/24 57	1516, 1368, 1525	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63 17/24 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63 17/24 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69 17/26 55	1362, 1363	150											
E—69 17½/26 55	1364, 1365	150											
E—63 17/24 47	1349, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63 17/24 47	1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69 18/24 68	1402, 1403, 1404, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69 18/28 57	1415, 1416, 1418	150	1945	2115	2815	1945	690	735	1425	1575	2025	670	465
E—69 18/28 62	1419, 1420, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73 20/24 92	1446, 1457	180											
E—69 18/26 73	1463	160											
E—62 18/26 85	1474	160											
E—62 18/26 62	1475, 1478, 1479, 1480	160											
M—63 20/28 126	1615, 1619, 1622, 1629, 1635, 1636, 1639, 1641, 1643, 1654, 1655, 1656, 1661, 1663, 1667, 1671, 1673, 1674, 1683, 1685, 1690, 1707, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63 15½-26/28-144	1723, 1724, 1772, 1779, 1770	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57 18/24 72	2004, 2005	150	2320	2340	3100	2320	860	910	1715	1890	2415	860	615
T—57 18/24 55	2010, 2012	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57 18/24 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—63 18/24 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63 18/24 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57 18/24 64	2032, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 67	2070, 2074, 2086	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57 18/24 66	2105, 2112	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 79	2018, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 73	2114, 2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63 18/24 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57 18/24 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57 18/24 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57 18/24 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57 18/24 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69 19/24 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—69 20-29/26 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
A—84 15-25/28 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79 15-25/28 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81 20/28 105	3025, 3026, 3041	200											
C—51 19/30 101	2503, 2506												
C—51 19/30 96	2507, 2511												
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS—MS.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.
† Trains with over 60 per cent engine rating will be given switch engine helper out of Oakland yard.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.